

# Hongkong Daily Press.

ESTABLISHED 1857.

No. 17,142, 號二十四百一千七萬一第 日九初月三年丑癸 HONGKONG, TUESDAY, APRIL 15TH, 1913. 二拜禮 號五十月四年二國民華中 PRIOR, \$3 PER MONTH.

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Hongkong, 1st January, 1913. [a146]

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Hongkong, 31st July, 1907. [a576]



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C.—WATSON'S ABERLOVE	19.50	1.65
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E.—WATSON'S VERY OLD	22.50	1.90
LIQUEUR SCOTCH WHISKY	38.00	3.25
"KILTY" LIQUEUR WHISKY	22.00	1.85
V.R.O. WHISKY	23.50	2.00
THORNE'S OLD HIGHLAND	23.50	2.00
MALT	23.50	2.00
WATSON'S OLD BLENDED	23.50	2.00
GLENLIVET	23.50	2.00

Our Celebrated E very old Liqueur Scotch Whisky is a blend of the best Pot Distilled Scotch Whiskies. It is of great age, very fine, and mellow. Its superior quality has established its reputation as THE LEADING SCOTCH WHISKY IN THE EAST.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.  
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No anonymously signed communications that have already appeared in other papers will be inserted.  
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## BIRTH.

CHATBURN.—On April 7th, at Shanghai, the wife of E. J. CHATBURN, of a son.

## MARRIAGE.

SLOWE-NORRURY.—On April 8th, at Shanghai, CECIL R. SLOWE, of Shanghai, to ANNY, second daughter of FRANK NORRURY, of Shanghai and Manchester.

HONGKONG OFFICE: 10A, DES VŒUX ROAD G.  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, APRIL 15TH, 1913.

FIELD-MARSHAL LORD ROBERTS, in the campaign he is conducting at Home, has been emphasising an explanation of the rather sudden termination of the Russo-Japanese war that we do not remember to have seen elaborated before. It was the commonly accepted opinion that financial reasons were responsible for Japan's surprising moderation during the Portsmouth negotiations, but Lord Roberts has been telling the British public that the "true meaning of this apparently unaccountable phenomenon" was something very different. Thoughtful soldiers, both in England and on the Continent, he says, arrived at very clear conclusions on the subject. "They recognised that the Japanese successes were the result of years of patient training, and that, so long as the Japanese could depend upon an army thoroughly trained and adequately led, they had nothing to fear from the haphazard organisation that the Russians could oppose to them. But when, at the height of their successes, the Japanese made peace, it astonished the world and amazed the Russians themselves. There was, however,

good reason for this sudden *volto face* of the victorious Japanese: they understood that the Russian officers had begun to profit by the experience of the war, and they realised that a fresh flood from their immense resources was about to pour in, while they knew only too well that the winning of the series of Pyrrhic battles culminating in the victory of Mukden had exhausted the supply of their competent regimental officers and trained men, and that they would have to oppose Russia's next effort with partially trained troops led by officers hastily promoted from the ranks. This necessity was opposed to their philosophy of war. They, therefore, made peace." If this be the "true meaning of the apparently unaccountable phenomenon" it is surprising that it escaped the notice of the Russian authorities who, one would have thought, would have been eager to push their advantage. Why they failed to do it can only be explained, therefore, by considerations of cost. In the same way competent observers trace the cause of the Turkish *Abdole* in the Balkans primarily to the employment of partially trained and untrained troops in battle. "The Turkish General Staff was not slow to appreciate the real cause of the disaster. When the Bulgarians gave them the opportunity to reorganise after the retreat, their first action was to eliminate as far as possible the partially-trained element from their field army, and to man the lines at Chataldja with units composed of old soldiers. The miserable casualties in khaki, who had fled from the battlefield, were collected in gangs to dig trenches and bury the cholera casualties. The wisdom of this change of policy by the Turkish General Staff was immediately and strikingly demonstrated by the defence of the lines at Chataldja. Here the well-trained Turkish troops, snug in their trenches, not only gave pause to the Bulgarian advance, but handsomely defeated their attack, and in about the only close fighting that took place during the campaign showed a great superiority to the Bulgarians." Thus Lord Roberts says it would seem that the lesson of this Thracian campaign, in which the military reputation of the Ottoman Empire came tumbling down like a castle built of cards, was "almost providentially sent to warn England against the folly of its existing military policy." In proclaiming that "it is tantamount to racial suicide to leave matters as they are," these arguments from the battlefields of the last decade are certainly very striking. That a fully trained soldier is better than an untrained or a partially-trained man in the field of battle admits of no argument; but to those who know that in Japan compulsory military service existed long before the Russo-Japanese war, it will seem that there is another deduction to be drawn from the illustration used by Lord Roberts, and that is, that victory in the end rests with the nation which has the biggest population to train to military service—that is if its financial resources enable it to hold out long enough!

The Colonial Secretary's Office informs us that Hongkong has been declared an infected port by both Chitangung and Burmah.

The visitors to the City Hall Museum during last week numbered 3,377, of whom 3,211 were Chinese. The Library at the City Hall was used by 727, of whom 512 were non-Chinese.

Consequent on the departure of Lieutenant-Colonel A. J. Mullins for England, Major C. C. Pritchard, R.G.A., has assumed command of the Royal Artillery, South China, with effect from 5th inst., inclusive.

Mr. Lionel Giles, of the British Museum, son of Professor H. A. Giles, of Cambridge, has taken his doctor's degree at Oxford on Chinese, this being the first time that such a degree, other than honorary, has been granted.

It will be noticed that the mail which left London *via* Siberia on March 19th is due here to-morrow, April 16th. It will also be noticed that the German mail steamer, due here to-morrow, is bringing mails from Europe, *via* Suez, of the same date.

Major Robertson, Military Attaché of the British Legation in Peking, and Miss Robertson, arrived by the *Haitau* on Sunday from Foochow. They left Peking by train on Saturday the 5th inst. and came down to Shanghai, *via* Pokow, and thus reached Hongkong *via* the Coast ports in eight days.

According to a Straits contemporary, Mr. Justice Sercombe Smith, of the Federated Malay States bench (and formerly of the Hongkong Civil Service) goes on short leave in the near future. Mr. Smith has, the paper understands, been suffering from a liver complaint for some time past.

A Northern paper states that Mr. Brent, of the Dalny branch of the Hongkong and Shanghai Bank, has gone up to Harbin to take the place, temporarily, of Mr. Armitage, who is very ill.

The many friends of the Rev. G. H. Bondfield, the Agent of the British and Foreign Bible Society for China and the Philippines, will be pleased to learn that Knox College, Toronto, has just conferred upon him the degree of Doctor of Divinity, in recognition of his long service to the Bible Society and to the Missionary Body in China generally.

Mr. F. J. Hall, a well-known resident of Yokohama, who has been especially identified with yachting and rowing at the port for a number of years, is travelling home on the *Princess Alice*. On leaving Japan he was presented by both the Yokohama Amateur Rowing Club and the Mosquito Yacht Club with souvenirs of his connection with these Clubs.

Eight cases of plague in the Colony were notified last week, seven being fatal. This brings the total number of cases since January 1st to 23. Twenty-two cases were fatal. Besides the eight cases of plague the following cases were notified to the Medical Officer of Health:—4 of small-pox (none fatal); 5 of diphtheria (3 fatal); and one fatal case of enteric fever.

Mr. Alexander McConachie died on March 16th at Mar Gate, Stirling, Scotland. Mr. McConachie was formerly a member of the China firm of Gilman & Co., and has at different times been Chairman of the Hongkong Chamber of Commerce, chairman of the Hongkong and Shanghai Banking Corporation, and chairman of the China Fire Insurance Company, whilst his public services included membership of the Legislative Council of Hongkong.

The death took place at Shanghai last Wednesday, after a lingering illness, of an old Shanghai resident in the person of Mr. R. H. Heard, of the Soy Chee Cotton Mill. The deceased was fifty-one years of age, having been born in Hongkong in 1862. At an early age he went to Italy where he was educated. Returning to China, he remained in Hongkong for a number of years, and in 1897 went to Shanghai and for many years was in the office of the Soy Chee Cotton Mill, where he was highly esteemed, both by his employers and the staff. He leaves a widow, two married daughters, Mrs. Kenneth Campbell and Mrs. W. L. Gerrard, one unmarried daughter, and one son to mourn his loss.

## THE GERMAN CONSULATE AT HONGKONG.

Dr. Crull, of the German Consular service, leaves Shanghai this week for Hongkong, to act as Consul here during the absence on leave of Dr. Voretch. Dr. Crull is well-known in Consular circles over a fairly large part of China, says the *N.C. Daily News*. He was in Shanghai in 1909, and then went to Hankow as Acting Consul, afterwards being Acting Consul at Saigon. After leaving the latter port he returned to Shanghai, where he has since occupied the position of Vice-Consul.

## THE RECOGNITION OF CHINA BY FOREIGN POWERS.

Senor Goncalves Pereira, Brazilian Minister in Tokyo, has telegraphed to the Chinese Government that the Republic of Brazil recognizes the Republic of China. The news, a Peking telegram says, has created profound gratification in official circles. Peru and Persia have since recognised the Republic.

## TENNIS TOURNAMENT.

The results of the matches played yesterday in the tennis tournament promoted by the Hongkong Cricket Club are:—

SINGLES HANDICAP "A" CLASS.

3rd Round:—M. R. Harris beat Capt. Tracy, 6-2; 6-3. H. A. Nisbet beat T. H. King, 6-4, 4-6, 8-3.

DOUBLES HANDICAP.

3rd Round:—S. H. Dodwell and Dr. G. E. Aubrey beat Hon. Mr. Bucknill and Major Bowen, 6-3, 6-4. T. H. King and P. J. Wodehouse beat M. Donaldson and W. E. Weidner.

PROFESSIONAL PAIRS.

3rd Round:—Capt. Atkins and Capt. Walker beat H. Humphreys and D. Clarke.

## THE MAGISTRACY.

Inspector Dymond proceeded against 21 Chinese for gambling at No. 203, Des Vœux Road West. Mr. Melbourne imposed a \$2 fine on each.

A fine of \$25, or in default a month's imprisonment, was imposed upon a Chinese for hawking without a licence. An extraordinarily long list of previous convictions was produced by the police.

Ten Chinese were summoned at the instance of Mr. Green, of the Forestry Department, for damaging and cutting trees and plants on Government property. Mr. Melbourne fined one man \$6 and the others \$4.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## ATTEMPTED ASSASSINATION OF THE KING OF SPAIN.

HIS MAJESTY UNHURT.

LONDON, April 14th.

While King Alfonso was returning from a review in Madrid three shots were fired at him in front of the Bank of Spain. His Majesty happily escaped unhurt.

The assailant, a young Catalan, was arrested.

The assailant dashed towards the King from among the crowd, seized the bridle of the King's horse with his left hand, while with his right hand he pulled out a pistol.

The King, realising the danger, made his horse get up on his hind legs, and thus the bullet struck the horse.

A policeman then rushed at the miscreant and threw him down. The would-be assassin fired two more shots, but the policeman managed to deflect the bullets, which spent themselves in the air.

King Alfonso showed admirable coolness and was given a most enthusiastic ovation, while the crowd carried the policeman shoulder high.

King Alfonso returned to the Palace, and jocularly related the incident to the Queen and the Queen Mother.

The King and Queen subsequently appeared on the balcony of the Palace, where a most enthusiastic crowd made a great demonstration of affection.

## GENERAL STRIKE IN BELGIUM.

LONDON, April 14th.

The general strike in Belgium has taken place as a protest against the refusal to amend the Universal Suffrage Act by prohibiting plural voting. It began suddenly in a motor car factory and in the ironworks at Antwerp. The Government is acting vigorously and has ordered troops to guard the collieries and factories, and to operate gas and electric plants. The newspapers have opened funds for the relief of the distress, which threatens to be acute.

The snowfall on Saturday interrupted the railways.

There is already universal suffrage in Belgium, but the workers desire the removal of the plural voting system under which the propertied and educated classes enjoy three and two votes each respectively.

## THE POWERS AND THE BALKAN STATES.

LONDON, April 14th.

A message from Sofia states that the Reply of the Powers has been presented to the Allies. It confirms the outline telegraphed by Reuter last week.

## THE POPE'S ILLNESS.

LONDON, April 14th.

Dr. Marchia Fava, the chief physician in attendance on the Pope, predicted a relapse when he heard that His Holiness was giving audiences contrary to his instructions.

## SUFFRAGETTE TERRORISM.

LONDON, April 14th.

The suffragettes set fire to the Council Schools at Gateshead by soaking the carpentry shop with paraffin. The flames were, however, promptly extinguished. Labels were found scattered about the premises inscribed "We burn to get votes for women."

## THE DUCHESS OF CONNAUGHT.

LONDON, April 14th.

The Duchess of Connaught is gaining strength, but it is understood that Her Royal Highness will not accompany the Duke to Canada in May.

## AN ECHO OF THE "TITANIC" DISASTER.

LONDON, April 14th.

The estate of the late Colonel J. J. Astor, who was drowned in the disaster to the *Titanic*, is valued at £17,443,338.

## LADY CLIFFORD ARRIVES IN ENGLAND.

LONDON, April 14th.

Lady Clifford, wife of Sir Hugh Clifford, Governor of the Gold Coast, who has been seriously ill, has arrived in England. Her Ladyship is still very weak, but convalescent.

## SUPREME COURT.

Monday, April 14th.

## IN SUMMARY JURISDICTION.

BEFORE THE ACTING JUSTICE JUDGE (MR. J. H. KEMP).

## ALLEGED BREACH OF CONTRACT.

The action was continued in which Messrs. W. R. Loxley & Co., general merchants and exporters of wood oil, sued the Nam Mow firm, of 154, Connaught Road Central, for \$1,000 as damages for breach of contract, dated 4th July, 1912, whereby the defendants agreed to sell to the plaintiffs 925 piculs of wood oil, to be filled by the defendants into drums provided by the plaintiffs and shipped by the defendants free on board in Hongkong Harbour within the months of August and September, 1912. The time for delivery was subsequently extended to the 1st of November, but the defendants failed to deliver such oil or any part thereof.

Mr. F. C. Jenkin (instructed by Mr. Denny, of Messrs. Denny & Bowley) represented the plaintiffs, and Mr. Eldon Potter (instructed by Mr. Davidson, of Messrs. Hastings & Hastings) appeared for the defendants.

Mr. Potter submitted that there was no case for him to answer. If his Lordship would refer to the contract he would see that it was stated "wood oil, 925 piculs." Plaintiff's case was for damages because defendants had not supplied the goods ordered, but in fact defendants had supplied wood oil which plaintiffs stated was adulterated to the extent of six per cent., or, as the analyst said, approximately ten per cent., and plaintiffs rejected it as they claimed they were entitled to do. This was a case of total rejection: it could not be dealt with as an action for damages for breach of warranty. The only question on that aspect of the case was—Had the plaintiffs proved anything which entitled them to wholly reject? In such a case—sale by description—the condition they had to fulfil was that they gave the purchaser goods of merchantable quality, and unless the goods are not of merchantable quality the purchaser has no right to reject. In this case there was no evidence that that wood oil was not merchantable. He did not think plaintiffs could have proved that not only was the wood oil merchantable, but it was actually sold. No evidence had been given to show to what use wood oil was applied, and his Lordship did not know what wood oil was used for. Neither had there been any evidence given to show that the wood oil was not suitable for the purpose for which plaintiffs required it: in fact the cross-examination of that morning elicited that the wood oil must have been merchantable, otherwise Mr. Beattie would not have made an offer to accept it at 25 per cent. off the price and the complainant would not have offered to accept it at 10 per cent. less. The only remedy, if any, which plaintiffs had was merely an action for damages; they had no right to reject. There was no warranty that defendants were to supply wood oil suitable for the American market. Supposing the wood oil were not merchantable in America, it did not follow that it might not be merchantable in England or elsewhere. Moreover, the analyst did not say that the wood oil supplied was adulterated: he merely said it contained a certain percentage of foreign matter.

Mr. Jenkin—Is your Lordship inclined to think there is no case to answer? His Lordship—I am not satisfied that there is a case.

Mr. Jenkin addressed his Lordship, pointing out that the wood oil contained a vegetable oil for which they did not contract. The wood oil supplied was not a good delivery.

His Lordship subsequently expressed the opinion that there might be a case in view of a letter which was written later.

Mr. Potter contended that the terms of the contract could not be added to by a subsequent letter. There was no ambiguity in the contract. The contract was for wood oil. Defendants had complied with that contract and had supplied wood oil. Supposing it contained a certain percentage of adulteration, it was substantial wood oil. The contract was not for "pure wood oil" but for "wood oil." He could satisfy his Lordship that wood oil did not mean pure wood oil.

His Lordship—The point to be considered is whether the admixture of ten per cent. takes it out of the description of wood oil.

After discussion his Lordship reserved consideration of the point till the afternoon. After tiffin his Lordship dismissed the action and gave judgment for defendants with costs.

## "WETTING THE BABY'S HEAD."

Maternity benefit, said the Mayor Carlisle at a meeting last month, was paid to a certain family in Carlisle, and when the doctor visited the house he found the mother drunk in bed, the father drunk on the floor, and two women friends also drunk. The only sober being in the room was the baby.

## THE OPENING OF CHINA'S PARLIAMENT.

We observe in the telegrams published in Shanghai regarding the opening of the Parliament at Peking two contradictory accounts of the reception accorded to the message of the President.

Reuter's correspondent states that President Yuan Shih-kai's absence from the Opening of Parliament is generally considered to be correct procedure, though some members were disappointed, and he says that Liang Shih-yi (the President's Secretary), "who was heartily applauded, laid upon the platform a scroll containing President Yuan Shih-kai's message. The bands again played, and the proceedings terminated, the message not being read."

In a "special telegram" to the *China Republic*, which has shown itself bitterly hostile to Yuan Shih-kai, the delivery of the President's message is described in the following terms:—"Mr. Liang Shih-yi then stepped on the platform and tried to read the congratulatory letter of President Yuan, but he was prevented from doing so by the members, who unanimously held that the President had shown disrespect to the Convention by his absence at the ceremonial opening. Mr. Liang, therefore, pressed the letter to his bosom with both hands and respectfully bowed and then handed it to a secretary to place it on the table. The audience then bowed three times before the National Flag while the Band discoursed the National Anthem."

There were 177 Senators and 503 members of the House of Representatives present, and a salute of 101 guns was fired outside the city wall when the Parliament assembled. Reuter's correspondent remarks that nearly all the members were dressed in foreign clothes. "Perfect order prevailed."

There were about 200 persons in the spectators' galleries, including a number of foreign ladies and gentlemen.

## THE PRESIDENT'S MESSAGE.

The following is an extract from President Yuan Shih-kai's message to Parliament:—

"Today, the eighth day of the fourth month of the second year of the Republic, is the day fixed for the opening of the first National Assembly, an event which is unparalleled in the 4,000 years of our history. We have adopted a Republican form of government, and a sovereignty must now be placed in the hands of the people. Since the inauguration of the new form of government direct power of the people has been lacking. The two Houses have now been elected by the people and will directly represent them. All the representatives of the people are patriotic and of great experience and vast learning. Therefore I believe they will establish a foundation upon which the Republic will endure for ten thousand years and the prosperity of the 400 millions of the people, dating from to-day, will originate in their Parliament. I therefore take this opportunity to congratulate the people upon the opening of the Parliament."

## THE U.S. TARIFF BILL AND PHILIPPINE INDUSTRIES.

## INCOME TAX IN THE PHILIPPINES.

No measure since the Payne Bill, says a Washington dispatch to the *Manila Cable News*, has contained so many favourable provisions for the Philippines as the present Underwood tariff measure.

The new law provides for an increase from 20 per cent. to 50 per cent. in the amount of foreign material which may be used in the manufacture of Philippine products, or products entitled to free entry into the United States under the provisions of the law. This provision will strongly affect the embroidery industry, which is now retarded because of unfavourable tariff conditions.

Section 13 of the tariff law of 1909 (the Payne-Aldrich Bill) is repealed. This section provides for the levy of a duty upon packages in which merchandise is received in the Philippines, including cartons, cases, crates, boxes, sacks and coverings of all kinds, and all other costs incident to placing the merchandise in condition, packed, ready for shipment to the Islands. It also provides that articles, goods, wares or merchandise affixed to cardboard, cards, paper, wood or similar common material, shall be dutiable together with the weight of such packing. The section provides only for goods assessed at ad valorem rates.

No change is made in the present allowance of 20 per cent. for foreign material in the manufacture of cigars and tobacco.

## THE INCOME TAX PROPOSALS.

Even greater interest to the Philippines than any other feature of the Underwood bill is the provision that the income tax law be extended to the archipelago, rather than providing that this tax shall be collected by the collector of internal revenue and accrue intact to the Philippines treasury. There is no change in the law which will be effective in the United States when Congress approves it.

On incomes of 8,000 pesos or less per annum, the law makes no levy, but from that figure it is applied as follows:—  
8,000 pesos to 40,000 pesos 1 per cent.  
40,000 pesos to 100,000 pesos 2 per cent.  
100,000 pesos to 200,000 pesos 3 per cent.  
Over 200,000 pesos 4 per cent.  
Corporations will be taxed at the rate of 2 per cent., whatever their income.

## THE "DIRECT SHIPMENT" QUESTION.

A provision in the Underwood Bill affecting shipments of merchandise between the Philippine Islands and the United States refers ambiguously to the through bill of lading provision which was recently fought out before the Court of Commerce. The law provides that direct shipments to or from the United States shall mean shipments made on through bill of lading. Whether this through bill of lading is the one provided for in the Underwood Bill is not clear, but it would appear that shipments either way will be considered direct, irrespective of trans-shipment at intermediate ports, if one through bill of lading is used.



## PARIS LETTER.

[FROM OUR OWN CORRESPONDENT.]

PARIS, March 21st.  
POLITICAL.

M. Clémenceau can well smile, for he has succeeded in his ambition of wrecking the Electoral Reform Bill, on which question the French Government was defeated in the Senate. M. Clémenceau, as the majority of people are probably aware, is an adept at wrecking Cabinets—he wrecked his first Cabinet more than 30 years ago. The fall of the French Ministry—not altogether unexpected, as it was known that the Socialists and Radicals in the Senate were determined to destroy the Bill, because they feared that it might prove fatal to their party interests—has caused the greatest anxiety. The resignation of Premier Briand is a great loss to political France especially at such a critical time as the present. The defeat of M. Briand has, of course, nothing to do with the military proposals of the French Government, which have been accepted and endorsed by the whole weight of public opinion in this country. It is purely on a constitutional issue that the Cabinet has fallen, and does not, as some erroneously conclude, directly affect either the strength or security of the nation. The fatal Electoral Reform Bill had for object to substitute a system of modified proportional representation for the present system, under which France is divided into a number of *arrondissements* or wards, each returning one *Député* to the Chamber, for whom each elector has a single vote. Opinion was emphatically in favour of the Government's Bill, and the ex-Premier was pledged to stand or fall by it. The defeat of the Cabinet and the retirement of so strong and able a statesman as M. Briand is a "work of revenge" on the part of M. Clémenceau; he took his indirect means of vengeance for M. Poincaré's election to the Presidency of the Republic, instead of Mr. Clémenceau's candidate, M. Pams, the Minister of Agriculture. The work of Mr. Clémenceau was made comparatively easy for him by the imminence of the elections. The Government considered the electoral reform was a necessity for the country, and as the elections are near, and as the Chamber had passed the Government's Bill, Premier Briand considered it necessary to obtain the Senate's assent to it. In the ordinary course, if the Senate refused its assent, the Bill would be sent back to Parliament for modification, but the ex-Premier believed that he could force the Senate's vote for the principle of the Bill. He was wrong in so defying the Senate, and his blunder has been a costly one. President Poincaré's misfortunes are beginning early; happily he is quite equal to the occasion, so much so that the national crisis may already be considered as over. The general impression is nevertheless exceedingly gloomy. M. Barthou, Minister of Justice, has been appointed the new Premier; he will also act as Minister of Public Instruction. The new Cabinet will be very much like the old one; in other words it will be a Briand-Poincaré Cabinet without these two latter figure-heads, in which MM. Barthou and Pichon will understudy their eminent predecessors. M. Klotz will probably remain Minister of Finance; M. Pichon, the former Minister for Foreign Affairs, will be the Minister of the Interior, or Home Secretary; while M. Jouhaux will, it is expected, be at the Foreign Office, M. Etienne at the War Office, and M. Baudin at the Admiralty. In the present crisis the Chamber has bowed its neck to the yoke of the Senate. Before breaking up for the Easter holidays, very stormy scenes took place in the Chamber, which will be renewed on Deputies returning to Parliament. The Paris newspapers reflect the general feeling, which is one of indignation with the professional politicians who are responsible for *la crise Ministérielle*.

## FRANCE AND GERMANY.

We can afford to overlook the goings on in South Eastern Europe in view of the more serious state of things prevailing in Central and North-Eastern Europe. The relations between France and Germany are almost as strained as they were previous to the outbreak of the 1870-71 Franco-Prussian War. The ferment which has so suddenly arisen between these two countries cannot be viewed without great anxiety by the world. It is not without good reason that France is adding a full year to the period which concepts must in future spend with the colours. The extra tax will press very severely upon the patriotic industrial classes—those who have the Government of the Republic in their own hands. Never has such a sacrifice been known to be accepted by Frenchmen with so much philosophy and enthusiasm, knowing full well it is the alternative to certain ruin.

growing feeling that the "old enemy" is resolved to burst her geographical bonds sooner or later and despoil France of fresh Provinces. This is the reason why the French are tingling with martial armour, guarding their gold and eschewing all luxuries. France, declines to believe, in spite of Mr. Asquith's recent declaration in the House of Commons, that Great Britain, even under a Liberal Government, is prepared to break away from the Triple Entente. According to Premier Asquith, Britain is not under any obligation to send a large armed force out of the country to operate in a European war. Such a statement could not but delight Germany. The French Press, commenting on the words of the British Premier, merely says that:—"Great Britain has stood by France during the last eight years at times of crisis, and has thereby staided the equilibrium of Europe in the interests of peace. She will do so again if the need arises, and therefore there is an end to the argument." British diplomatic help will be found of immense value by France when she needs it, more so perhaps than military assistance. Let her not lose confidence in British friendship and loyalty.

## A NOTABLE FRENCHMAN.

Cold storage has to a great extent revolutionised the provision trade of the world, but its inventor, M. Charles Sellier, is living in poverty and seclusion in Paris. He has recently been awarded the Legion of Honour, and has been recognised by various learned Societies, in France, but he has never realised any great pecuniary benefit from his discovery of the art of cold storage, for preserving foodstuffs of a perishable nature. It was in 1870 that he conveyed in a small cargo boat a shipment of fresh meat from France to Argentina, a proceeding which nowadays sounds very much like shipping coals to Newcastle, but M. Sellier was concerned only to demonstrate the practicability of his system. This he did with success, but at the time France took but little interest in its possibilities, and it was England which took the lead in its commercial developments. As so often happens in cases of great inventions, it brought the inventor no profit, but thanks to cold storage we have meat, dairy produce, fruit and vegetables, etc., from all quarters of the world, and it has been of incalculable value to the Colonies, in enabling them to develop a vast export provision trade.

## DEFORRESTATION.

*La Revue* has been collecting the opinion of public men on the subject of the deforestation of France. President Poincaré in his reply, said:—"I am frantically fond of trees, and should like to have the power to behead those who cut them down."

## DEFECTS OF THE REPUBLIC.

## VIEWS OF FIELD-MARSHAL LI YUAN-HUNG.

Field Marshal Li Yuan-hung addressed a long telegram to the National Council, the Cabinet, the members of the two Houses of Parliament, the Headquarters and branches of the Kuomintang, Kung-hoang, Tungting and Minchutang, the Press, the *Tatung* and the Civil Government of the provinces, the provincial assemblies and other political parties, declining in advance to offer himself as a candidate for the Presidency. A summary of the telegram is given below:—"The Parliament will function very soon, and numerous questions will demand attention. The most important of all is the election of the President. Since the outbreak of the Revolution, the whole country has been in a turmoil, North and South have been suspicious of each other, the young and strong have emigrated while the old and weak have died. In short, the national vitality has suffered to a very great extent. Fortunately we had President Yuan's diplomacy and President Sun's diffidence to help the conclusion of the war. He then referred to the vast amount of work done after the declaration for a Republic. He attributed the non-recognition by the Powers to the very short existence of the Republic. He deplored the unsettled conditions prevailing in Tibet and Mongolia, and the failure of the big loan negotiations. He views the whole country with pessimism, for the people are sick and poor, and the soldiers are traitor and disaffected, both fearing no punishment. The country is full of perils. The people are patiently waiting for the establishment of a permanent Government to redress their wrongs. The duties of a President are very difficult. He must only the eyes of his own country focussed upon him, but he has to meet the watchfulness of the whole world. Then he said that he was only a soldier, and had very little experience in politics or civil administration. He was unequal to Yuan Shih-kai in diplomacy, wisdom and bravery; he was inferior to Sun Yat-sen in foresight, determination and magnanimity; he was not the equal of Huang Hsing in pertinacity, single-mindedness and endurance. He felt ashamed even to occupy his present responsible position as Tenth of a province, but he was forced to do so by his soldiers when the Revolution broke out. He said that he knew his own incompetency. He must therefore decline to offer himself as a candidate. He will not seek rest, for he is resolved to stand at the head of the *Hupoh* braves to support the Central Government in order to make China strong and respected. He warns the minority of the Parliament who may wish to elect him as President that their

## NEW LINER FOR NIPPON YUSEN KAISHA.

LAUNDRY AT MITSUBISHI DOCKYARD.

The largest vessel yet built for Japan's premier steamship company—the Nippon Yusen Kaisha—has been launched from the slips at Tatematsu of the Mitsubishi Dockyard and Engine Works. The weather, says the *Nagasaki Press*, was beautiful, and the interesting spectacle was watched by large numbers of people ashore and afloat. Miss Suda, daughter of the Managing Director of the Nippon Yusen Kaisha, named the vessel *Katori Maru*.

As soon as the *Katori Maru* rode safely in the harbour the invited guests, who numbered about four hundred, and included many foreign ladies and gentlemen, proceeded to the drawing loft, where a substantial cold luncheon was served. An address of congratulation from Mr. Motoda, Minister of Communications, was read by Mr. Tsutsumi of that Department, after which Mr. Kudo, Acting General Manager of the Dockyard, proposed the toast of "Continued success to the Nippon Yusen Kaisha."

Mr. Kudo said that the *Katori Maru* was the eighteenth vessel built at the Dockyard for the Nippon Yusen Kaisha and was the largest of the series. She would be fitted with a combination of reciprocating and turbine engines and would be the first Japanese vessel so engined. He spoke in high appreciation of the service rendered the country by the enterprise of the Nippon Yusen Kaisha, and mentioned that the Dockyard has orders in hand for two more vessels to be added to its large fleet. The toast was received with enthusiasm, and hearty *banzai* were given.

Mr. Suda replied for the Nippon Yusen Kaisha. He stated that of the eighteen vessels referred to by Mr. Kudo, all but one, the *Hitachi Maru*, which was sunk by Russian cruisers during the war, are still in constant service and give complete satisfaction to the owners. In conclusion he thanked the Mitsubishi Dockyard and Engine Works.

DESCRIPTION OF THE NEW VESSEL. As stated above, the *Katori Maru* is the largest N.Y.K. vessel afloat; she is also the largest ship yet built in Japan, with the exception of the three T.K.K. trans-Pacific liners and warships. She has been built under the supervision of the Surveyors of Lloyd's Register of Shipping, by whom she will be classed 100 A1, and according to Japanese Government requirements. Her dimensions, etc., are as follows:

Length ..... 480 feet  
Breadth ..... 61 "  
Depth ..... 38.1 "  
Draught (maximum) ..... 29.1 "  
Gross tonnage ..... 10,600 tons  
Displacement ..... 18,500 "  
Horse-power ..... 10,000 "

Speed ..... 18 knots  
She will be fitted with six cylindrical boilers and a combination of Parsons' turbine and reciprocating engines. She will have three screws. The engines are designed to economise steam-power and coal.

The *Katori Maru* has been built for the Nippon Yusen Kaisha's European service and is designed for passenger and freight traffic. She is double bottomed throughout and is divided by eight bulkheads.

Wireless telegraphy, fire extinguishing, disinfecting, and refrigerating apparatus, all of latest pattern, will be installed. Electricity will be used throughout for lighting purposes, and electric fans will be provided on a generous scale for the comfort of passengers.

Accommodation is to be prepared for 112 first-class, 56 second-class, ten special third-class, and 178 steerage passengers. The first-class cabins will be single, double, and four-berth, and the second-class will be double and four-berth. Dining, smoking, and lounge saloons will be in accordance with the most modern ideas, special saloon accommodation will be provided for children, and a swimming tank will be among the provisions made for recreation. Fourteen life-boats, more than sufficient to accommodate all the passengers and crew, are to be carried.

Cargo capacity consists of six holds, equal to 12,000 tons, and the bunkers will take 3,000 tons of coal. A forty-ton and twelve smaller cranes will be fitted.

## CIVIL SERVICE ESTIMATES.

## LEGATION AND CONSULAR IMPROVEMENTS.

The Civil Service Estimates for the year ending March 31st, 1914 include:—  
Erection of new Consulate at Changsha \$300.

Erection of new Consulate at Tairen \$4,000, out of estimated cost of \$7,500 and leaving \$3,500 required for completion.

Shanghai, erection of new stables, \$600 (further required to complete \$550); addition to Supreme Court and Consular Offices, Shanghai, \$1,000 (\$3,000 last year) to complete.

Swatow, rebuilding Consular jetty, \$350. Hankow, rebuilding servants' quarters and stables, \$1,200.

Peking, provision of water supply, heating system, etc., \$5,500 (\$1,200 required to complete).

Erection of houses for Chinese Secretary and Commercial Attaché, \$5,000 (\$2,000 required to complete); Sanitary alterations, etc., \$1,500.

Shanghai, Installation of baths, etc., at Consular Gaol, \$140.

Acquisition of new sites in China, Japan, and Korea, \$500.

The maintenance of buildings in the Far East is included in a general vote.

THE BRITISH LEGATION.  
In the House of Commons on March 17th, Mr. G. A. Tocher (U. North Islington) asked the representative of the First Commissioner of Works where the contract for the equipment of the British Legation in Peking with electric generating plant, ice-making plant, and other things was placed; and if he would state the amount of the contract, and whether it had been given to a German firm.

Mr. Wedgwood Benn: The contract in question was placed, after limited competition amongst British firms, with Messrs. Siemens Bros. & Co., Ltd., of London.

## A WAYFARER IN CHINA.

In a review of a recently published book bearing the above title *The Times* says:—

Miss Elizabeth Kendall has written a charming account of her travels in Western China and Mongolia, undertaken in the last quiet months before the outbreak of the Revolution in October, 1911. Her journey was not inspired by any special mission; it was simply a holiday pastime, the outcome of wanderlust and a desire to be free for a season "from the bondage of conventional routine," from her accustomed Bostonian world of tea-parties and telephones and trans. Yet her book will bear favourable comparison with the works of more ambitious travellers. Miss Kendall is no novice at making her way, unaccompanied, into remote corners of the globe; earlier holidays have taken her to the Taurus, to Montenegro, to the Himalayas and Western Tibet, and she has known many joys "in hunting impressions of strange peoples and strange lands." From the Chair of the Professor of History at Wellesley, Mass., to the monasteries of Mount Omei, and thence across North China and Mongolia to the sacred city of Urga is a journey sufficient to satisfy the body and mind of the most inveterate explorer of "different parishes of the infinite"; and, although she makes light of them, it is a journey not devoid of dangers. For protection Miss Kendall had a revolver (which she eventually threw away) and her grey hair—the latter of no small advantage in making her respect for age is still seriously cultivated as a virtue; for company an Irish porter; and for the rest, an instinctive sympathy with Oriental life and manners and a deep-rooted belief in the goodness of human nature, much the same all the world over.

Miss Kendall's wayfaring was not in pursuit of any particular kind of information, but just to get for herself an impression of the country and the people, concerning whom her ideas "had been derived, like those of most Americans, from books and chance observation of the handful of Kwangtung men who are earning their living amongst us by washing our clothes." She wanted to find, if possible, an answer to the riddle of "the impassive faces of these men, who, silent, inscrutable, flit through the American scene, alien to the last." As it happened, she did not see the Kwangtung man in his native place, because her route took her from Hongkong through Haiphong, to Yunnan and Szechuan. But she was able, in the course of that journey, to form an unusually distinct impression of China and the Chinese and to record it in a narrative which makes very pleasant reading. Incidentally, she gives us clear-cut descriptions of the new French "free port" of Fort Bayard; of the Manchurian garrison (slumbering unconscious of impending doom) at Chengtu; of the Gobi approach to Urga; and the manner of Russian life in that region. Throughout the whole course of her wanderings in Western China, through regions rarely visited by European travellers, Miss Kendall encountered neither dangers nor adventures; "from all, whether coolie on the road, villager or innkeeper, official or priest," she never met with anything but courtesy and consideration. It is true that an American, known at Washington and Peking, might expect courtesy and consideration from Chinese officials; and particularly at that time; Miss Kendall says she found men in Szechuan who had heard of the refund of the surplus Boxer indemnity and looked upon her kindly for that reason. Seeing day after day that which is admittedly best in China, the simple life of the peasantry, fascinated by the "civilization so ancient that it makes all that is oldest in the West seem crude and unfinished," small wonder if the wayfarer's vision is sometimes overtinged with the colour of rose.

Of necessity unversed in China's politics and economics, Miss Kendall is more at home and happier in her descriptions of the country and people than when dealing with the problems of the day. For instance, she regards the constant bugling and drilling of soldiers in Yunnan as evidence of "the new military spirit," and attributes the success of the revolutionary movement to great powers of organization in Young China. Referring hopefully to the long-projected construction of the railway from Hankow to Szechuan, she observes, "It will be a different Szechuan then, with its resources exploited, with mines and factories, good roads and fine hotels, a power in the world's market, the goal of the tourist." And yet, a few days later, emerging at Hankow (which has been a goal of the tourist these many years), she sees another and a very different vision, perceives a grim aspect of the "real China," which the making of railways has in no way relieved. Coming out on to the Luhan line, running northwards from Hankow, she sees:—

"Seven hundred miles of rice and millet fields and vegetable gardens unbroken by wall or hedge; nothing to cast a shadow on the dead level except an occasional walled town or temple grove! And the horrible land was all alive with swarming, toiling, ant-hill humanity. It was a nightmare."

Her last impression is one of the actual and potential reserve power of the race—an almost overpowering sense of their collective vitality:—

"You seem to be watching a community of ants, persistent, untiring, organized; only the ant-hill is a town, and the ants are men physically strong, gluttons for work, resourceful, adaptable, cheerful. Then multiply such ant-hills by thousands and you have China."

The book is well illustrated, with photographs taken by the author. Amongst them is a particularly striking picture of the great precipice on the side of Mount Omei, known as the "Rejection of the Body," from the summit of which

## STRAITS RUBBER COMPANY (LIMITED).

A QUARTER OF A MILLION PROFIT.

The Third Annual Meeting of the Straits Rubber Company (Limited) was held last month at the Manchester House, London, Mr. E. L. Hamilton presiding. The Secretary (Mr. Percy E. Taylor) read the notice convening the meeting and the auditors' report.

The Chairman, in moving the adoption of the report, said that the result of the year's working was a profit of \$251,036, and the balance-sheet showed that the company was in a very strong position. The crop of rubber harvested was 1,467,688 lb. The gross price realized for the crop—that was, the sale room price before any deduction was made for selling charges, discounts, &c.—was 4s. 8-8d. per lb.

## COSTS OF PRODUCTION.

The cost of production, free on board at port of shipment, including depreciation on buildings, plant, and machinery, and commission to stax, was 1s. 3-12d. per lb. He felt sure that the shareholders would agree with him that the costs were very satisfactory when they remembered that hardly any of the trees—only 46 acres, or less than 1 per cent—were planted before 1906, and that a number of these now in bearing were planted at a later date. The cost of production was 5d. per lb. lower than that of the previous year, and allowing for a margin of safety, he thought they might assume that they would, with increasing areas in bearing and yields per acre, be in a position to place their rubber on the market at a still lower price.

Turning to the balance-sheet, they had \$30,000 reserve for development, and they proposed to transfer out of that year's profits a further \$50,000. This was in accordance with the policy which he indicated at the last meeting—namely, gradually to extend the cultivation until they had a cultivated area of about 9,000 acres of first-class rubber and some 530 acres of *excoquata* at a capitalized figure of under \$40 per acre and the estates equipped and in a position to place rubber on the market at a low cost. They would have, as at January 1 last, after the allocation of \$50,000 to reserve for development, some \$40,000 still available for capital expenditure, and they had in addition, their large holding of Rubana shares. The rubber in stock and in transit amounted to \$68,817. At the date of making up the accounts a certain proportion of the stock was still unsold, and the value was therefore estimated, but this rubber had now been brought to market and had realized more than the amount at which it was valued. Their holding of 145,000 shares in the Rubana Rubber Estates (Limited) stood at a book cost of \$34,871. The market value of these shares at a low estimate was \$255,000—a margin or a reserve of over \$220,000. A coincidence in the accounts was that the dividends received on their Rubana shares amounted to \$34,959, against the book cost of \$34,871, or 100 per cent on the investment. At December 31 the Straits Rubber Company had on deposit and on current account \$26,059.

## CULTIVATED AREA.

The estates had been recently surveyed, and the cultivated area shown by the survey was 8,369 acres of rubber, of which 4,029 acres were mature and 4,340 acres immature. They had 507 acres of coconuts, of which 175 acres were mature and 332 acres immature, making a total cultivated area of 6,376 acres. It would be some time before they could expect much return from their coconuts, and while they did not anticipate the same profits as from rubber, it was hoped that they would give them a moderate and at the same time a useful addition to their income. They had an area unutilized of 3,993 acres. This was practically all on the Nova Scotia estate. Mr. Duncan considered the soil on this estate to be equal to the best in the country for rubber and the conveniences unequalled. Their programme was to plant up 500 acres on Nova Scotia during the current year, of which some 470 acres were already cleared. The cultivated areas on both properties, both mature and immature, had been maintained in first-class condition, and were kept absolutely free from weeds. The yield of rubber on Gedong estate was 370 lb. per acre, or 2,971 lb. per tree, and on Nova Scotia 352 lb. per acre, or 2,671 lb. per tree. These were high yields considering the age of the trees, and showed a satisfactory increase over those of the previous year. There was no dearth of labour on either estate, and conditions were quite satisfactory.

The official estimate of the crop of rubber for the current year was 1,535,000 lb., but the general manager thought that this would be exceeded. He looked for a crop of about 1,750,000 lb., and they hoped to harvest it at a satisfactory price. Of this year's crop they had sold for delivery between now and December next about 441,250 lb. of their first quality, at an average price of 4s. 4-15d. per lb. The position of the industry was absolutely sound; the increased quantities of plantation rubber continued to go rapidly into consumption, and they could look forward to any probable reduction in the price of rubber with equanimity.

Mr. T. Cuthbertson seconded the motion, which was carried unanimously. A final dividend of 22 1/2 per cent, less tax, was declared, and the retiring directors and auditors were re-elected, a vote of thanks to the chairman, directors, and superintendent and staff in the East concluding the proceedings.

## GERMAN WARSHIPS TO VISIT JAPAN.

The German flagship *Seahorsh*, with Vice-Admiral von Spee, the new Commander-in-Chief of the German Asiatic Squadron, on board, will arrive at Yokohama to-day and is expected to remain there until about the 24th. The cruiser will be accompanied by the destroyer *S. 90*. The German cruiser *Nürnberg* will be at Yokohama for about ten days from the 18th instant.

The cruisers *Gneisenau* and *Leipzig* and the destroyer *Taku* will visit Kobe towards the end of this month.

## INTIMATIONS

## BURNING, BLEEDING AND CRUSTED SKIN

Had to Lie With Arms Up by Head, They Were So Sore Underneath, Itching Very Bad, Got No Sleep. Used Cuticura Soap and Ointment and Trouble Disappeared.

"About the month of March, 1910, a very itching red rash commenced on my breast, thence under my arms. The complaint was of a very watery nature, the itching very bad. At night I got no sleep owing to the burning, bleeding, crusted nature of the skin. I had to lie with my arms up by my head, they were so sore underneath. I washed the affected parts with carbolic and tar soap, but got no relief. I also took blood purifiers, but the rash was not cured. I then bought a set of the Cuticura Soap, Ointment and Cream, and by the second time the itching began to disappear. I bought another cake of Cuticura Soap and some more Cuticura Ointment from the same source. Cuticura Soap and Ointment cured me."

"I always use the Cuticura Soap for shaving and a little Cuticura Ointment on my scalp, which I find keeps it also and while I am clean, and also free from any irritation, and I sincerely hope that this letter will be useful to some one suffering from itching irritation or any inflammation, and you have my full permission to publish it." (Signed) George Taylor, Ash Grove Cottage, Fyvie, Aberdeen, N. B., Jan. 10, 1911.

A liberal sample of Cuticura Soap and Ointment with 32-p. book free from nearest depot: Newbery & Sons, 27, Chatterbox St., London; R. Towns & Co., Sydney; N. S. W.; London, Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay; Pettit, Drugg & Chem. Corp., sole props., Boston, U. S. A.

96-13



## ZEISS PRISMA BINOCULARS

AT HOME PRICES:

16 Power .....	£10.10.0
12 " (new model) .....	£10.10.0
12 " .....	£9.5.0
8 " .....	£6.10.0
6 " (large field) .....	£7.10.0
6 " .....	£6.0.0
6 " (small model) .....	£5.18.0
3 " .....	£5.8.0

To be Obtained from

Chs. J. Gaupp & Co.,

ALBANY BUILDINGS,

CHATEL ROAD.

42

## OUR

## STUDY

## OF

## THE EYE



and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN WE WILL TELL YOU.

CLARK & CO. SCIENTIFIC OPTICIANS. 11, CHATEL ROAD, HONGKONG.



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed Daily Press only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 33. Telephone No. 12.

Telegraphic Address: PRESS.

Codes: A.B.C. 4th Ed., Lieber's.

## NEW ADVERTISEMENTS

## WANTED.

A Position for a JUNIOR REPORTER will be vacant on a Leading Morning Newspaper in China at the end of October. Agreement and Good Salary to Competent Man. Apply with Copies of Testimonials to—

Box 1234.

Care of "Daily Press" Office.

Hongkong, 15th April, 1913. 1575

## WANTED.

A N ENERGETIC and Hard-Working CHINESE BROKER for INDENT BUSINESS in a well-known Firm. Liberal Brokerage.

Apply—

Care of "Daily Press" Office.

Hongkong, 15th April, 1913. 1576

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer

"NARBURG"

Arrived Hongkong on 14th April, 1913, from ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be marked out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be loaded here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 a.m. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 14th April, 1913.

## FROM EUROPE.

## THE H.A.L. Steamship

"LIBERIA"

Captain G. Schröder, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, where they will be examined on the 20th inst. at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:

Ex.s.s. "Treiborg" from Abus.

Ex.s.s. "Gorania" from Göteborg.

Ex.s.s. "Barne" from Bordeaux.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 14th April, 1913. 1574

## WANTED.

IMMEDIATELY—an EXPERIENCED STENOGRAPHER and TYPIST. Male or Female.

Apply to—

Care of "Daily Press" Office.

Hongkong, 11th April, 1913. 1563

## WANTED.

OPENING FOR BRITISH YOUTH to commence in General Business Firm. Apply by letter, stating age, education, etc., to—

Care of "Daily Press" Office.

Hongkong, 10th April, 1913. 1560

## TO ALL WHOM IT MAY CONCERN.

THE Business of the late R. H. MAHOMED, hitherto carried on at No. 18, D'Almeida Street (ground floor), has been purchased by the Undersigned, and will be carried on in future under the style of N. J. MOROJI & Co.

All outstanding debts due by the old firm prior to the 4th day of April, 1913, will be settled by the Vendor and are no concern of the Undersigned.

N. J. MOROJI.

Dated the 12th day of April, 1913. 1568

## LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

## PUBLIC COMPANIES

## GULA KALUMPONG RUBBER ESTATES, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the ANNUAL GENERAL MEETING of the above Company will be held at the Registered Offices of the Company in London, on the 15th of April 1913, and that the TRANSFER BOOKS of the Company will be CLOSED from the 7th to 15th April, 1913, both days inclusive.

By Order of the Directors  
LOWE, BINGHAM & MATTHEWS,  
Colonial Registrar.  
Hongkong, 3rd April, 1913. 1537

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTIETH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, TO-MORROW (WEDNESDAY), the 16th April, 1913, for the purpose of receiving the Report of the Directors together with the Statement of Account to 31st December, 1912, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from the 6th to the 16th April, 1913, both days inclusive.

By Order of the Board.  
C. MONTAGUE EDE,  
Secretary.  
Hongkong, 1st April, 1913. 1524

## CHINA TRADERS' INSURANCE COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-SEVENTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, TO-MORROW (WEDNESDAY), the 16th April, 1913, at 12.15 P.M., for the purpose of receiving the Report of the Directors together with the Statement of Account to 31st December, 1912, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 16th April, 1913, both days inclusive.

By Order of the Board.  
C. MONTAGUE EDE,  
Secretary.  
Hongkong, 1st April, 1913. 1525

## THE YANGTSE INSURANCE ASSOCIATION, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE TWENTY-THIRD ORDINARY GENERAL MEETING of the above Association will be held at the Head Office, No. 25, The Bund, Shanghai, on MONDAY, the 21st April, 1913, at 11.30 o'clock A.M. for the purpose of receiving the Report of the Directors and the Accounts to the 31st December, 1912, the election of Directors and Auditors for the current year, and for the purpose of transacting any other business which may be transacted at an Ordinary General Meeting.

The TRANSFER BOOKS of the Association will be CLOSED from the 15th to the 21st April, 1913, both days inclusive.

Members holding proxies for absent Shareholders must deposit same with the Secretary for registration at least forty-eight hours before the Meeting.

By Order of the Board of Directors.  
W. B. JACKSON,  
Secretary.  
Hongkong, 12th April, 1913. 1567

## ROYAL HONGKONG GOLF CLUB.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the ROYAL HONGKONG GOLF CLUB will be held at the Club House at Happy Valley, TO-MORROW (WEDNESDAY), the 16th day of APRIL, 1913, at 5.30 P.M., in the afternoon, for the purpose of altering the Articles of Association of the Club as per the circular posted to Members and as exhibited on the board at the Club House at Happy Valley.

By Order,  
K. M. CUMMING,  
Hon. Secretary.  
Hongkong, 3rd April, 1913. 1538

## HONGKONG JOCKEY CLUB.

## NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 19th APRIL, 1913, at 12.30 P.M., at the Office of the HONGKONG JOCKEY CLUB, on the Ground Floor of the HONGKONG CLUB ANNEX, Chater Road.

By Order,  
T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 5th April, 1913. 1541

## FOR SALE.

ANTIQUE CHINESE CURIOS and EMBROIDERIES, the valuable Collection of a Private Collector, comprising Chinese Porcelain of the MING and TOWKING DYNASTIES.

Coloured and Blue and White Vases, Plates, Bowls and Figures; Old Bronzes, Jade Ornaments, Embroidered Mandarin Coats, and hanging Wall Pictures.

Such a Valuable Collection has seldom been in any part of the World.

Purchasers are respectfully requested to call at

FUJII &amp; Co.,

56, QUEEN'S ROAD CENTRAL,

First Floor,

From 10 A.M. till 12 Noon and 2 P.M. till 5 P.M.

Hongkong, 19th March, 1913. 1468

## INTIMATIONS

## LANE, CRAWFORD &amp; Co.

TELEPHONE 97.

## HARDWARE DEPT.

FULL STOCK OF COOKING UTENSILS IN ALUMINIUM, ENAMELLED STEEL, ETC.

## THE "WHITE MOUNTAIN"

## ICE CREAM FREEZERS

## STOCKED

IN

10 SIZES.

1 QUART

TO

12 QUARTS.



TRIPLE

MOTION.

MAKES

DELICIOUS CREAM

IN THREE MINUTES.

## TEAK WOOD ICE CHESTS

CONSTRUCTED AND PACKED UNDER OUR PERSONAL SUPERVISION.

THE ONLY ICE CHESTS GIVING COMPLETE SATISFACTION FOR USE IN THIS CLIMATE.

## BERKEFELD FILTERS

IN ALL SIZES.

## ICE BLANKETS. ICE SHAVES. ETC.

## LANE, CRAWFORD &amp; Co.

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## TYPEWRITERS

LATEST MODEL No. 20.

VISIBLE Writing. Standard Key Board, with Fractions, suitable for Merchants, Engineers, Bankers, Brokers, etc.

The same Model with French Key Board, also Brief Model or Lawyers and Accountants.

Special Monthly Terms if desired.

## MacEWEN, FRICKEL &amp; Co.,

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.

4, DES VUEX ROAD, HONGKONG. SHAMBAEN, CANTON. 1592

## INTIMATIONS

## NOTICE TO CREDITORS.

IN THE MATTER OF THE ESTATE OF ING QUONG, late of the City of Toronto, in the County of York, Canada, Merchant, Deceased.

NOTICE IS HEREBY GIVEN pursuant to the provisions of the Statute 1 George V., Chapter 26, Section 55, that all persons having Claims against the Estate of the above-named ING QUONG, Deceased, who died on or about the 2nd day of September, 1912, are required to send by post prepaid or to deliver to J. E. CAMERON, Executor of the last Will and Testament of the said ING QUONG, at 51, Canada Life Building, Toronto, Canada, on or before the 22nd day of July, 1913, their names, addresses and description, and a full statement of the particulars of their Claims and the nature of the Security, if any, held by them.

AND NOTICE IS HEREBY also given that after the 22nd day of July, 1913, the said Executor will proceed to distribute the assets of the said Estate among the parties entitled thereto, regard being had only to the Claims of which the said J. E. CAMERON, the said Executor, or the Solicitor for the said Executor, shall then have had Notice, and that the said Executor will not be liable for the assets so distributed, or any part thereof, to any person or persons of whose Claims no Notice shall have been received by the said J. E. CAMERON, the said Executor, or the Undersigned Solicitor, at the time of such distribution.

W. A. SMITH,

51, Canada Life Building,

Toronto, Ont., Canada,

Solicitor for the said Executor.

Dated at Toronto, this 21st day of February, A.D. 1913. 1521

## BANK

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balance at 3½ per cent per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
N. J. STABB,  
Chief Manager  
Hongkong, 1st July, 1911. 119

## BANKS

## THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORISED CAPITAL.....Yen 48,000,000  
PAID-UP CAPITAL.....Yen 30,000,000  
RESERVE FUND.....Yen 18,200,000

## HEAD OFFICE—YOKOHAMA.

Branches and Agencies at:

Amoy-Hsien      Liao-Yang      Kyung  
Calcutta      London      San Francisco  
Canton      Los Angeles      Shanghai  
Changchun      Lyons      Tientsin  
Dairen (Dalny)      Nagasaki      Yokohama  
Fengtien (Mukden)      New York  
Hankow      Osaka  
Harbin      Peking  
Hoholun      Kobe

INTEREST ALLOWED ON CURRENT ACCOUNTS  
Deposits received for fixed periods at rates to be obtained on application.

BEISHI CNO,  
Manager.  
Hongkong, 31st March, 1913. 1443

## THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital.....Yen 10,000,000  
Capital Subscribed (paid up).....Yen 8,250,000  
Reserve Fund.....Yen 2,620,000

## HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:

Amoy      Swatow      Tainan  
Canton      Kobe      Tamsui  
Fuzhou      Nagasaki      Tokyo  
Hankow      Osaka      Yokohama  
Keelung      Shanghai

HONGKONG OFFICE,  
3, DES VUEX ROAD.  
Interest allowed on Current Accounts.  
Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.  
Hongkong, 1st May, 1911. 1279

## NEDERLANDSCH-INDISCHE HANDELSBANK

(NETHERLANDS INDIA COMMERCIAL BANK).  
ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (fl. 12,500,000)  
Paid up Capital Fl. 14,925,350 (fl. 12,412,112)  
Reserve Fund Fl. 5,022,161.27 (fl. 4,151,513)

HEAD OFFICE: AMSTERDAM.  
HEAD AGENCY: BATAVIA.

LONDON BANKERS:  
THE WILLIAMS FRERES BANK.  
SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2 per cent. per annum on Daily Balances. Rates on Fixed Deposit can be ascertained on application.

E. J. H. VAN DER LINDEN, Acting Manager,  
No. 8, Des Vaux Road Central.  
Hongkong, 5th February, 1913. 121

## THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... ..£1,500,000  
SUBSCRIBED " " " "£1,250,000  
PAID UP " " " "£625,000  
RESERVE FUND " " " "£415,000

HEAD OFFICE:  
40, Threadneedle Street,  
LONDON, E.C.

BRANCHES:  
Bombay, Calcutta, Hongkong, Kanton, Cebu, Colon, Hankow, Harbin, Shanghai, Yokohama.

AGENTS IN JAPAN:  
Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:  
BANK OF ENGLAND.  
LONDON JOINT STOCK BANK, Ltd.

Every description of Banking and Exchange business transacted. Stocks, and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD,  
Manager.  
Hongkong, 18th March, 1913. 1909

## HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... ..\$15,000,000  
RESERVE FUNDS—  
STRIKING \$1,500,000 at 2½—\$15,000,000  
SINCE ... ..\$17,200,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS.  
Hon. Mr. C. H. ROSS—Chairman.  
S. H. DOUGLASS, Esq.—Deputy Chairman.

G. F. ERIKSSON, Esq., W. L. PATTERSON, Esq.,  
C. S. GIBBY, Esq., J. A. PLUMMER, Esq.,  
P. H. HOLYOAK, Esq., Hon. Mr. E. Shellim,  
G. E. LAMAR, Esq., H. A. SIEBS, Esq.,  
F. LIEB, Esq.

CHIEF MANAGER:  
Hongkong—N. J. STABB.

MANAGER:  
Shanghai—A. G. STEPHEN.

LONDON BANKERS:  
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.  
For 3 months, 2½ per cent. per annum.  
For 6 months, 3½ per cent. per annum.  
For 12 months, 4 per cent. per annum.

N. J. STABB,  
Chief Manager.  
Hongkong, 10th April, 1913. 118

## TO LET.

## NO. 21, SHELLEY STREET.

The "BYRIE," No. 13, Peak, To Let Furnished.

"LYEEMUN," Barker Road, No. 134, Peak, To Let Furnished or Unfurnished to 30th November, 1913. 6 ROOMS.

"CRAIG BYRIE," No. 4, The Peak, To Let. 8 ROOMS; Tennis and Croquet Lawns; Fine Situation.

From 1st February, 1913, MERRION, No. 10, PEAK, Furnished or Unfurnished. 6 ROOMS.

To Let or For Sale. "GLENSHIEL," No. 124, Barker Road, Peak, 5 ROOMS, from 1st March, 1913.

For Sale. "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154. Apply to—

LINSTEAD & DAVIS,  
3rd Floor, Alexandra Buildings,  
Hongkong, 14th April, 1913. 164

## ROKKOSAN.

TO LET, FURNISHED HOUSE, in Wooded Grounds, For Particulars, Apply—

G. D. CLARKE,  
33, Nishiyama-cho,  
Shibuya, Tokyo, Japan.  
Hongkong, 22nd February, 1913. 1550

## TO LET.

"BREEZY VILLA," No. 2, Park Road, 4-Roomed Bungalow with Tennis Court, Commands splendid View of Harbour. For Rent, etc., please apply to—

YAP HOK LING,  
No. 4, Hipon Terrace.  
Hongkong, 28th March, 1913. 507

## TO LET—AT KOWLOON.

NEW MODERN 3-ROOMED FLATS with Two Bathrooms, Pantry, Kitchen and Servants' Quarters. Bathrooms fitted with English Baths. Kitchen has English cooking Range and Hot Water Boiler. Electric Light throughout. Ready for occupation about Middle March.

NEW FIVE-ROOMED SEMI-DETACHED and TERRACE HOUSES with Tennis Courts. Possession about Middle March.

Apply to—  
HUMPHREYS ESTATE & FINANCE CO., Ltd.,  
Alexandra Buildings,  
Hongkong, 12th February, 1913. 506

## TO LET.

SHOP in ALEXANDRA BUILDINGS. Apply—

A. S. WATSON & Co., Ltd.,  
Alexandra Buildings,  
Hongkong, 27th November, 1912. 166

## TO LET.

SHOP, No. 12, Queen's Road Central.

OFFICES, Nos. 12 and 14, Queen's Road Central. No. 5, STEWART TERRACE, PEAK. Apply to—

M. J. D. STEPHENS,  
Hongkong, 25th March, 1913. 1510

## TO LET.

OFFICES in Hotel Mansions. Apply to—

HENRY HUMPHREYS,  
Alexandra Buildings,  
Hongkong, 9th April, 1913. 1555

## TO LET.

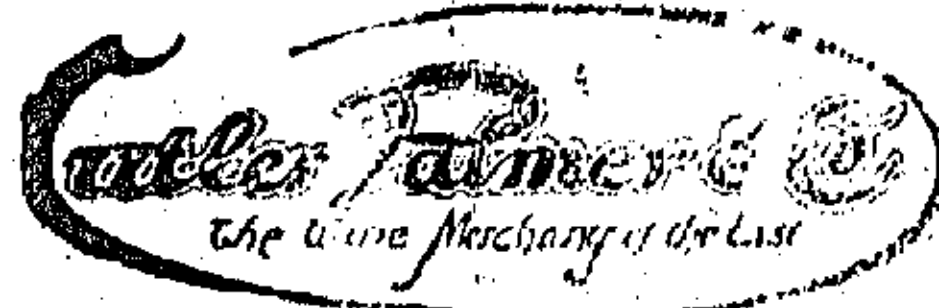
A HOUSE in KNOTSFORD TERRACE. Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.,  
Hongkong, 28th March, 1913. 1506

## TO LET.

NO. 27, ROBINSON ROAD. SIX ROOMS, with Out-house, Command





# NAPIER JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.  
UNVARIED FOR OVER  
150 YEARS.  
THE SAME TO-DAY AS IN  
1745.

BEWARE OF  
IMITATIONS.  
SOLE AGENTS IN HONGKONG  
LANE CRAWFORD & CO.,  
and from ALL WINE MERCHANTS.

## ENTERTAINMENT

### BIJOU

9.15 P.M.—PROGRAMME—9.15 P.M.

HIS LORDSHIP'S LITTLE  
LAPSE

(A BATTING TWO-ROLL COMEDY PRINCE).

THE SPINLA TROUPE OF ACROBATS.

A XMAS PROBLEM (Coloured Art).

NEWS OF THE DAY.

(PATHE GAZETTE AND GAUMONT GRAPHIC).

MISS OROULE STEPHANO

(a) "The Garden of Love."

(b) "We'd better hide a wee."

MISS VIOLET BONETTA

(a) "Call me up Some Rainy Afternoon."

(b) "Hands Up!"

7.15 P.M.—PICTURES ONLY—7.15 P.M.

Hongkong, 12th April, 1913.

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## HONGKONG SHORTHAND

### AND TYPEWRITING BUREAU.

REPORTING of any Description Under-

taken by Competent and Reliable Note-

Takers.

Correspondence and Tabulated Work turned

out with Accuracy and despatch.

Contracts arranged. Secretarial duties

undertaken.

H. E. VICTOR,

Manager,

10, Queen's Road Central,

(First Floor).

Telephone No. 652.

Hongkong, 3rd March, 1913.

[397]

## CHEESE

WE beg to inform our Customers that

we have received a New Shipment

of our well-known CANADIAN SWITZER

CHEESE.

THE

DAIRY FARM CO. LTD.

[38]

## JUST ARRIVED.

AMERICA'S LEADING

W.B. CORSET,

GREAT DEMAND FOR LONG WAIST

RECT FORM AND NUFORM.

HOOSAIN-ALI & Co.,

14, Queen's Road Central

Corner of Zeland Street.

Hongkong, 14th April 1913.

[45]

## GRACA & CO.

PRINCE ST. (Hongkong Hotel Building)

Dealers in

POSTAGE STAMPS, PICTORIAL

POST CARDS, CIGARS, BOOKS,

TOYS, &c.

Just Received

FRESH SUPPLY OF

VEGETABLE SEEDS

[599]

## MARTIN'S

ANALYST'S

PILLS

[599]

## OLD TIMERS AND NEW COMERS.

A STRANGE CONTRAST IN CANADA.

(From the "Canadian Mail.")

A Western bill of fare lies before me.

It appeared on the table of the chief hotel

in the town of Lacombe the other night,

when the Old Timers' Association of the

district held its inaugural banquet.

Old Time Hard Tack and New Time

Soft Tack.

Snow Soup and Cream of Chicken.

Devilled Broncho Bones and Fillet of

Salmon.

Baked Badger and Roast Turkey with

Stuffing.

Coyote Outlets and Spring Chicken.

Buffalo Hump and Olives.

Jugged Weasel and Salted Almonds.

Bear Paws and Meringue Pie.

Fricassee of Coyote and Wine Jelly.

Curried Condor and Ice Cream.

Chippewyan Haggis and Bananas.

Moose Trotters and Oranges.

Kinkikink Cigars and Coffee.

Some of the dishes and kickshaws,

according to an explanatory footnote, had

been "moved up on the way." "But

it shall never be said," explained a

member of the company, "that the Old

Timers sat down without so much as a

morsel of bear or buffalo in front of

them." So saying, he produced from one

pocket of his evening dress coat tails a

black bear's paw, with claws and all com-

plete; and from the other, a slab of dried

buffalo meat, resurrected from the ancient

store laid up in the Mounted Police

Barracks at Fort Macleod, in readiness

for an Indian siege in the days when the

West was a wild, wild West indeed.

Quite possibly some of the white men in

that banquet hall would have been glad

enough, in some bygone emergency, to

alloy the pangs of hunger with the flesh

of even a coyote or a coyote—the Indian

pony and the prairie wolf. And many a

smoker, when tobacco ran short, adopted

the Indian custom of smoking kinkikink,

or willow bark.

GUESTS FROM EVERYWHERE.

The banqueters were as strange a med-

ley as their bill of fare. Men from almost

every province in Canada, from every

division of the British Motherland, from

many a State in the Union. The Presi-

dent was a burly Easterner, who came up

twenty-two years ago from the "Garden

Province," Prince Edward Island, the

Emerald Isle of the New World. The

Vice-President came up a year ago before

him from Ontario, which from the first

has furnished the backbone of the Western

community. One of the chief speakers

was a Highland Scot, who had lived or

travelled in every province of the Domini-

on and many foreign lands. He had

finally chosen Central Alberta as the best

region of all to make a home for his family

in. Of the two biggest men there, one

came of United Empire Loyalist stock,

the other had once been a Mormon. The

ancestors of the one had given up their

American homes for a Canadian forest

wilderness at the Revolution, impelled by

loyal devotion to their King and flag.

The forebears of the other had also given

up their homes to go out and establish

new religion in the American desert. "I

went back to Utah twice," declared this

ex-Mormon, a fine old man, standing six

feet four, "thinking I would end my days

there, but I could not help coming back

here. Alberta's the place for me."

Yes, if it is true that "mixed races are

best," the population of Western Canada

should prove an amalgam of the finest

quality. The various ingredients are not

so diverse as to make amalgamation diffi-

cult. Essentially and ancestrally they are

very much alike; the contrasts are mostly

on the surface. "I am what is called a

pure-blooded Scot," said one of the

speakers, "but there is more of a racial

difference between my Celtic Highland

father and my Saxon Lowland mother

than there is between the 'pure-blooded

Englishman' on my left, and the man

who has come—either direct or after a

generation or two in the United States—

from Germany or Norway."

OLDER THAN THE TOWN ITSELF.

Some of these Old-Timers, still in the

prime of life, were here before the town

was born, before there was a railway

within 120 miles. "The houses," said

one, "were primitive log huts, so dark

(for window glass was a luxury) that

when you entered you felt as if you had

dived into a cellar." The long haul to

the nearest station—Calgary, in the far

south—made agriculture impracticable or

unprofitable. Only a few years ago the

population was so sparse, and the demand

for farm products so easily satisfied, that

but setty thought himself lucky to get

4 or 4½ cents a pound for his beef cattle.

To-day the buyers for Pat Burns and the

Swifts are scouring the country for beef,

and buying up in advance all the steers

the farmers are feeding at 7 cents for

delivery on April 1, and 7½ cents for May.

A neighbour of mine has just sold his

young hogs, weighing 200 lbs. apiece, for

7½ cents a pound, or \$15 a head. "Small

wonder that you find all over this stock-

raising district, where crop failures are

unknown, large and comfortable farm-

houses, owned by men with large and

growing balances at the bank. If you

can buy a farm for \$30 or \$35 an acre

within a few miles of town you have got

a bargain; and, though almost any

farmer in the West is as ready to sell his

land as his beef, many refuse to take less

than \$40, \$45, or even \$50 an acre. A high

and impartial authority calculates that

good farming here will yield a profit of 8

per cent. on a capital value of \$100 per

acre.

OLD INHABITANTS OF A NEW TYPE.

Unlike the old inhabitants of other

lands, these Old Timers are not in the

habit of praising bygone days, shaking

their heads at the new error of the West,

or declaring that the country is going to

the dogs. To them change does not mean

decay, but altogether otherwise. They

smile when they talk of the arduous past,

but they do not wish it back; they glory

in the present, with its rapid progress

and looking forward to progress even

more rapid in the future; they are as

buoyant optimists as the young men who

have just arrived to make their fortunes.

They have no frowns for the newcomers

either. The man who comes in from the

States or over from the British Isles is

of a welcome, if he has the qualities

of a man. Some of these newcomers, city

# WM. POWELL, LTD.

TELEPHONE 346.

## TAILORS and OUTFITTERS

EVERYTHING FOR GENTLEMEN'S WEAR.

CHOICE  
SUMMER  
MATERIALS  
FIT AND STYLE  
GUARANTEED.

now showing  
in our  
TAILORING  
DEPARTMENT.

(All Garments made on the Premises.)

WILLIAM POWELL, LTD.

## USE

Keep your liver active and the small every-day worries and dis-appointments will not trouble you. It is the mind that makes us happy not our condition of life, and when you keep your stomach healthy, your bowels active, your blood pure by the regular use of Beecham's Pills your mind will always be clear and cheerful. Most of the hardships of life are directly due to disordered digestion. The health of the whole body is affected by the condition of the liver.

# BEECHAM'S

By their gentle purifying action Beecham's Pills accomplish wonderful mental and physical changes. They aid digestion and assimilation and enable you to enjoy the great benefit of the full nutriment in your food. They will keep you free from illness and help you to attain success by giving the mind energy, vigour and determination. They have a direct influence upon your bodily comfort and material welfare, and make living easy.

Sold in boxes labelled price 9d., 1/1d. & 2/6.

## PILLS

bred, bring with them an amazing fund of ignorance. A young English homesteader, buying his first plough at a store in the town pointed to the handles, and said to the dealer, "Don't you think the shafts are a bit short?"

TOLENTANT OF THE NEW COMER.

"But ignorance is not incapacity," says a

generous Old Timer, "and we were all

newcomers once. Let us welcome any man

who will make a good citizen, a good

patriotic loyal Canadian. A man who

reckons no honest work beneath him; a

man who is not always running to the

bar, as a fly rushes to the sugar-cask;

a man whose word is as good as his bond.

A man of broad views and open mind.

whose horizon is not bounded by the

narrow limits of his town, his farm, his

province, or even the Dominion. For

there is a petty spirit of nationalism, a

mean and selfish and short-sighted as any

petty parochialism or provincialism.

Canada is one of a brotherhood of nations,

which together form a nation greater still,







## VESSELS ON THE BERTH

## THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON, NEW YORK VIA SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

## THE Steamship

"WELSH PRINCE,"  
Captain McKee, will be despatched as above  
on WEDNESDAY, the 16th April.  
For Freight and Passage apply to  
ARNOLD, KAHBERG & Co.  
General Agents.  
Hongkong, 11th March, 1913. 1441

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading Issued for  
BATAVIA, PERMAN GULF, CONTINENTAL,  
AMERICA AND SOUTH AFRICA PORTS.

## THE Steamship

"DEVANHA,"  
Captain W. R. Hickey, carrying His  
Majesty's Mails, will be despatched from  
this for BOMBAY, on SATURDAY,  
the 26th April, 1913, at Noon, taking  
Passenger and Cargo for the above Ports.  
In connection with the Co.'s, "MACEDONIA,"  
from Colombo, passengers' accommodation  
in which vessel is secured before departure  
from Hongkong.  
Suez, Valparaiso, and Ten and Cargo for  
France and London (under arrangement)  
will be transhipped at Colombo into the  
Mail Steamer proceeding direct to  
Marseilles and London, other Cargo for  
London, etc., will be conveyed via Bombay  
in the s.s. "PERSIA" due in London on  
the 6th June, 1913.  
Passes will be received at the Office  
until 4 p.m. the day before sailing. The  
contents and value of all packages are  
required.  
For further particulars, apply to  
E. A. HEWITT,  
Superintendent.  
Hongkong, 14th April, 1913. 1

## THE "INDRA" LINE, LIMITED.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast.)

## THE Steamship

"INDRANI,"  
Captain Pilcher, will be despatched as above  
on SATURDAY, the 26th April.  
This Steamer has superior accommodation  
for a limited number of Saloon Passengers  
at moderate rates.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd.  
Agents.  
Hongkong, 7th April, 1913. 1534

## REGULAR STEAMSHIP SERVICE.

(With Liberty to Call at the Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "CHAZEE" On 6th May

For Freight and further information, apply to  
DODWELL & Co., Ltd.  
Agents.  
Hongkong, 15th April, 1913. 471

## PASSENGERS.

## ARRIVED.

Per *Dilwara*, from Moji, Messrs. Mc  
Laren and Roe.  
Per *Yokohama Maru*, from Shanghai,  
Mr. F. J. Brown, Mr. G. Harrison, Miss  
E. C. Brown and Mr. O. H. Hamilton.  
Per *Princess Alice*, for Hongkong,  
from Shanghai, etc., Mr. and Mrs.  
Niemeyer, Miss U. de Figueiredo, Mr.  
Oskar Fischer, Mr. J. J. Gleason, Mr.  
E. M. James, Mr. Henry Johns, Mr. J.  
Danielson, Mrs. Pritchard, Mr. H. V.  
Bernard, Mr. G. Ducas, Mr. and Mrs.  
Frusley, Mr. and Mrs. Prior, Miss  
Candis, Mr. H. W. Andrews, Miss E.  
Bothwell and Mr. Tobias.

## DEPARTED.

Per *Koerber*, for Trieste, etc., Mr.  
Greenhill, Mr. and Mrs. Fechner, maid  
and children, Mrs. Pictzer, Mr. C.  
Ansell, Mr. W. A. C. Schmidt, Mr. and  
Mrs. O. Selke, Mr. and Mrs. Schieren-  
berg, Mr. and Mrs. Norman Shaw and  
children, Mrs. Davids, Mrs. Jantzen,  
Miss Jantzen, Mr. T. S. Kingham, Mr.  
K. Putzger, Mr. R. Tieferrmann, Mr. K.  
Brandes, Mr. Kuhn, Consul and Mrs. von  
Borsch, child and maid, Mr. and Mrs.  
W. Brockstedt, Mr. J. Calderara, Mr. H.  
Gasser, Mr. L. William, Mr. C. J.  
Donnel, Lieut. Coyle, Mr. Landahl, Mr.  
W. A. Derham, Mr. T. R. Smolegry,  
Mr. Rasztyn, Mr. R. Eckhardt, Mr. G.  
Hartig, Miss Fanny Slater, Mr. H.  
Polet, Mr. W. A. Sims, Mr. J. Ellison,  
Mr. and Mrs. Courat, Mr. and Mrs.  
Thomsen, Mr. and Mrs. Belhomme and  
child, Mr. and Mrs. Denkleu, Mrs.  
Frankfurter, Mr. and Mrs. Langston,  
Mr. C. C. Beng, Mr. S. Kaufmann, Mr.  
and Mrs. J. H. Bastow, Mr. E. W.  
Trotter, Mr. and Mrs. Bader and child,  
Mr. and Mrs. Steele-Boyle, Mr. S. H.  
Cole, Mr. H. M. Caldwell, Miss Meisel,  
Mr. and Mrs. A. C. Forbes, Mr. E. P.  
Williams, Mr. Rosnew and Mr. G.  
Green.

## EXPECTED.

Per *Kam's Maru*, from London, March  
15th.—Mrs. S. Sharpe, Mrs. P. H.  
Hollyak, Miss M. Hollyak, Miss D.  
Hollyak, Miss Aycock, Mr. R. C. John-  
son, Miss Liebert, Mr. R. Carr, Rev. E.  
Walker, Mr. A. Verbrugge, Miss Fraser,  
Mr. P. Parsons, Mr. O. D. Gander, Mr.  
V. P. Walters, Mr. R. Wilson, Mr. A.  
Hill, Surgeon S. Muroya, Mr. Fukano,  
Master Fukano, Mr. R. C. Dundas, Mr.  
Mr. K. Hoshino, Mr. and Mrs. G. Elliott,  
waiter and child, Dr. and Mrs. M. F.  
Horton, Miss A. Brand, Miss M. F.  
Egerton, Lieut. and Mrs. E. A. James,  
Mr. and Mrs. B. Black, Miss Kay,  
Alexander, Dr. J. Black, Miss Kay,  
Surgeon M. Sunabari, Mr. M. Nagai,  
Mr. Hoshino, Mr. M. Tanaka, Mr. M.  
Akita and Miss Hirato.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4. From Naval Yard to East Point

1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier	3. From Blake Pier to Naval Yard	4. From Naval Yard to East Point			
DESTINATION	VESSEL'S NAMES	FLAG & REG.	BEETH.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NYANZA	Brit. str.	—	H. N. Rivers, E.N.R.	P. & O. S. N. Co.	To-morrow, at 10 A.M.
LONDON, VIA USUAL PORTS OF CALL	DEVANHA	Brit. str.	—	W. B. Hickey	P. & O. S. N. Co.	On 26th inst. at Noon.
HAVRE & HAMBURG, &c.	SCANDIA	Ger. str.	k. w.	Jochims	HAMBURG-AMERICA LINE	On 18th inst.
HAVRE, HAMBURG & ANTWERP, &c.	SENEGAMBIA	Ger. str.	k. w.	Reber	HAMBURG-AMERICA LINE	On 25th inst.
HAVRE, BREMEN & HAMBURG, &c.	LIBERIA	Ger. str.	k. w.	Schröder	HAMBURG-AMERICA LINE	On 16th May.
ROTTERDAM, BREMEN & HAMBURG, &c.	SACHSEN	Ger. str.	k. w.	Wagner	HAMBURG-AMERICA LINE	On 19th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BAYERN	Ger. str.	k. w.	Hennrich	HAMBURG-AMERICA LINE	On 14th May.
MARSEILLES & HAMBURG, &c.	PERIA	Ger. str.	k. w.	Brundt	MESSEGERIES MARITIMES	On 18th inst.
MARSEILLES VIA SAIGON, SPORE, COLOMBO, PORT SAID	DEO MARU	Japan. str.	—	Hirao	NIPPON YUSEN KAISHA	On 22nd inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA MARU	Japan. str.	—	S. Wada	NIPPON YUSEN KAISHA	On 23rd inst. at Dlight.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SEATTLE MARU	Japan. str.	—	T. Saito	OSAKA SHOSEN KAISHA	About 3rd May.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	MEXICO MARU	Japan. str.	—	N. Kobayashi	OSAKA SHOSEN KAISHA	On 22nd inst., at 2 p.m.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	HARPAUGUS	Brit. str.	—	L. Franck	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at 2 p.m.
VIENNA, GENOA, ALORES, GIBRALTAR, SOUTHAMPTON	PRINCESS ALICE	Ger. str.	—	—	MELCHERS & Co.	About 10th June.
TRIESTE, FLORENCE, VENICE VIA SINGAPORE, &c.	ORINA	Aus. str.	—	—	SANDER, WISLER & Co.	To-morrow, at 10 A.M.
TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, &c.	BOHEMIA	Brit. str.	—	—	SANDER, WISLER & Co.	About 1st May.
NEW YORK	INDIAN	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at 5 p.m.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	YANKEE PRINCE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 26th inst.
BOSTON & NEW YORK	CHAMBERLAIN	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow.
PORTLAND, TACOMA & SEATTLE	MONMOUTHSHIRE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 5th May.
VANCOUVER & SEATTLE VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	About 27th June.
VANCOUVER, SEATTLE, TACOMA & PORTLAND, &c.	FALLS OF ORCHY	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 26th inst., at 6 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	About 4th May.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	KOREA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 21st June, at 6 p.m.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	SHINTO MARU	Japan. str.	—	—	PACIFIC MAIL S.S. Co.	To-day, at 3 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	COLEMAN	Ger. str.	—	—	OSAKA SHOSEN KAISHA	On 22nd inst., at 1 p.m.
AUSTRALIAN PORTS VIA MANILA	ISABA MARU	Japan. str.	—	—	OSAKA SHOSEN KAISHA	On 29th inst., at 2 A.M.
AUSTRALIAN PORTS VIA MANILA	HONGKONG MARU	Japan. str.	—	—	OSAKA SHOSEN KAISHA	On 19th inst., at 11 A.M.
MEXICAN, PERUVIAN & CHILEAN PORTS VIA JAPAN	JELUNGA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 7th May, at 4 p.m.
YOKOHAMA, KOBE & MOJI	FOONGHONG	Brit. str.	—	—	OSAKA SHOSEN KAISHA	On 4th June, at Noon.
YOKOHAMA, KOBE & MOJI	FUTALA	Brit. str.	—	—	DAVID SASSON & Co., Ltd.	To-day, at 11 A.M.
YOKOHAMA, KOBE & MOJI	PERUSA	Aus. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at Dlight.
YOKOHAMA, KOBE & SHANGHAI	JINSEN MARU	Japan. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at Dlight.
YOKOHAMA, KOBE & SHANGHAI	LUZON MARU	Japan. str.	—	—	SANDER, WISLER & Co.	About 5th May.
YOKOHAMA, KOBE & SHANGHAI	KANZO MARU	Japan. str.	—	—	NIPPON YUSEN KAISHA	To-day.
YOKOHAMA, KOBE & SHANGHAI	PRINZ SIGISMUND	Ger. str.	—	—	OSAKA SHOSEN KAISHA	On 19th inst., at 4 p.m.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst., at 11 A.M.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	MELCHERS & Co.	About 29th inst.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	NIPPON YUSEN KAISHA	On 7th May, at 4 p.m.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at 4 p.m.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at 4 p.m.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	P. & O. S. N. Co.	To-morrow, at Daylight.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at Noon.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	BUTTERFIELD & SWIRE	On 17th inst., at 4 p.m.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	MELCHERS & Co.	About 17th inst.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at Dlight.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	BUTTERFIELD & SWIRE	On 19th inst., at Noon.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	ARTHUR NISBON & Co.	On 19th inst.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	R. & O. S. N. Co.	About 2nd inst.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	MESSEGERIES MARITIMES	On 21st inst., at 7 A.M.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	P. & O. S. N. Co.	About 24th inst.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	HAMBURG-AMERICA LINE	On 27th inst.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	SANDER, WISLER & Co.	On 23th inst., at 7 p.m.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	NIPPON YUSEN KAISHA	On 29th inst.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	OSAKA SHOSEN KAISHA	On 23rd inst.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	OSAKA SHOSEN KAISHA	To-morrow, at 8 A.M.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	OSAKA SHOSEN KAISHA	On 20th inst., at Noon.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	DOUGLAS, LAFFRAIR & Co.	To-day, at 11 A.M.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at Noon.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	DOUGLAS, LAFFRAIR & Co.	On 18th inst., at 11 A.M.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	W. G. R. Moore	On 22nd inst., at Noon.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	SUNWAY, TOMES & Co.	On 17th inst., at 4 p.m.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at 2 p.m.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at 2 p.m.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	OSAKA SHOSEN KAISHA	On 23rd inst., at 4 p.m.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	DAVID SASSON & Co., Ltd.	On 18th inst., at 3 p.m.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	NIPPON YUSEN KAISHA	On 19th inst.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 23th inst., at 2 p.m.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	MELCHERS & Co.	On 24th inst., at 2 p.m.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 10 A.M.
YOKOHAMA, KOBE & SHANGHAI	KYUSHO MARU	Japan. str.	—	—	BUTTERFIELD & SWIRE	On 17th inst., at Noon.

## INDO-CHINA S. NAV. CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	THROUGH	TO RAIL
SWATOW, TSINGTAU, CHEFOO, TIENTSIN, DALY, WEIHAWEI, TAIKANG, CHEFOO & CHINWANTAO	"CHEONGSHING" Wednesday, 16th Apr. Noon.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	"HOPKINS" Thursday, 17th Apr. Noon.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	"CHOYANG" Thursday, 17th Apr. Noon.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	"YINGSHAN" Friday, 18th Apr. D'light.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	"YUENSHAN" Saturday, 19th Apr. 2 P.M.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	"FOOSHING" Tuesday, 22nd Apr. D'light.	
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG" Thursday, 24th Apr. 2 P.M.	
MANILA	"LOONGSANG" Saturday, 26th Apr. 2 P.M.	

## RETURN TOURS TO JAPAN.

The Steamers "Kuremang," "Namsang," and "Pooksang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "LAISANG" and "KUMSANG," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

\* Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dalny, Weihaui, Taikang and Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., GENERAL MANAGERS.

Hongkong, 15th April, 1913. 174

## BRITISH INDIA S. N. CO., LD.

## NEW SERVICE OF STEAMERS BETWEEN

## YOKOHAMA, KOBE, HONGKONG AND RANGOON.

## EASTWARD.

The S.S. "FULTALA," 4,154 tons gross, Capt. Chidley, will be despatched for YOKOHAMA, KOBE and MOJI on 30th April, at Daylight, taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., AGENTS.

Telephone No. 215. Hongkong, 12th April, 1913. 150

## THE ROYAL MAIL STEAM PACKET COMPANY.

## PROJECTED SAILINGS FROM HONGKONG.

## SUBJECT TO CHANGE WITHOUT NOTICE.

## "SHIRE" LINE SERVICE—HOMEWARDS.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

NEW TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VANCOUVER, SEATTLE, TACOMA & PORTLAND "FALLS OF ORCHY" About 4th May.

VICTORIA, VANCOUVER & SEATTLE "HARPAUGUS" About 10th June.

PORTLAND, TACOMA & SEATTLE "MONMOUTHSHIRE" About 27th June.

Cargo accepted on through Bills of Lading to all the principal destinations in Europe, and North and South America.

For Further Particulars, apply to JARDINE, MATHESON & Co., Ltd., AGENTS.

Hongkong, 10th April, 1913. 149

## CANADIAN PACIFIC ROYAL MAIL

## STEAMSHIP LINE.

## VIA VANCOUVER AND

## THE CANADIAN PACIFIC RAILWAY

## PROPOSED SAILINGS FROM HONGKONG AND QUEBEC.

## SUBJECT TO ALTERATION.

## FOR VANCOUVER.

From Hongkong. "EMPEROR OF JAPAN" Sat. 26th Apr. "ALLAN LINE" Fri. 23rd May.

"EMPEROR OF RUSSIA" Wed. 21st May. "EMPEROR OF BRITAIN" Fri. 13th June.

"EMPEROR OF INDIA" Sat. 7th June. "ALLAN LINE" Fri. 4th July.

"MONTEAGLE" Sat. 21st June. "EMPEROR OF IRELAND" Fri. 25th July.

Steamships leave HONGKONG at 6 P.M.

THE direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express Train and at QUEBEC with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10

Intermediate Steamship £49. 50

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars on application from Agents.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedlar Street and Prince, opposite Blake Pier.

## RUSSIAN VOLUNTEER FLEET.

THE STEAMERS OF THE RUSSIAN VOLUNTEER FLEET calling at Hongkong

once a month both ways. Homeward and Outward, will accept Cargo and Passengers for the Ports they have to call at on the way, according to the schedule, viz:—

HOMEWARD BOUND Steamers for Singapore, Penang, Colombo, Djibouti, \*Hudaidah, \*Djiddah, Suez, Port Said, \*Beyrouth, Constantinople, Batoum, Odessa.

\* These Steamers are not bound to call at these ports should there be no engagements to meet there.

OUTWARD BOUND Steamers for Nagasaki and Vladivostok.

The Agency of the R.V.F. at Hongkong will also accept Cargo and issue through Bills of Lading for all Black and Azov Seas Ports with transhipment at Odessa, and for Hakodate and all ports of Tartarian Strait and Kamchatka, with transhipment at Vladivostok.

Cargo for all European Ports not mentioned in the Steamer's schedule WILL NOT BE ACCEPTED IN FUTURE BY THIS AGENCY.

Next Sailing from Hongkong:—

The S.S. "KIEV," 5,566 R.T., Commander Stetcky, Homeward Bound, is expected to arrive in Hongkong on 18th day of April, 1913.

The S.S. "MOJILEFF," 6,211 R.T., Commander Kekostoff, Outward Bound, is expected to arrive in Hongkong about the middle of April.

For Freight, Passage and further particulars, apply to CAPTAIN D. A. LUKHMANOFF, AGENT.

Hotel Mansion, 3rd Floor, Rooms Nos. 12a and 14. Telephone No. 1224.

Hongkong, 10th April, 1913. 153

## SHIPPING

## ARRIVALS.

ANHEI, British str., 1,350, J. B. Harris, 13th April—Shanghai 9th April, General—Butterfield & Swire.  
ANTHOCLOS, British str., 5,800, G. A. Flynn, 13th April—Seattle, 16th March, Flour and General—Order.  
BRACHY, British str., 2,399, Turner, 13th April—Bombay 27th March, Cotton—Order.  
REITZE, British str., 650, J. Folkman, 13th April—Bangkok 5th April, General—Chinese.  
CHOYSANG, British str., M. Courtney, 13th April—Shanghai 9th April, General—Jardine, Matheson & Co.  
DILWARA, British str., 3,400, G. N. Ramage, P.N.R., 13th April—Mojil 8th April, Coal and General—David Sassoon & Co.  
ELIZABETH RICKMERS, German str., 2,075, Dirks, 13th April—Sambing 4th April, General—Order.  
JINSES MARU, Japanese str., 2,310, M. Maehida, 14th April—Singapore 2nd April, General—Nippon Yusen Kaisha.  
KALANG, British str., 1,149, D. R. Davies, 12th April—Shanghai 9th April, General—Butterfield & Swire.  
KELD, Norwegian str., 910, Helles, 13th April—Saigon 9th April, Rice—Chinese.  
KIECHOW, British str., 2,001, Foresyth, 14th April—Tientsin 8th April, General—Butterfield & Swire.  
LIBERTY, German str., Schroder, 13th April—Shanghai 4th April, General—Hamburg-Amerika Linie.  
NARRING, British str., 4,302, R. Stevenson, 14th April—London 1st March, Iron and General—P. & O. S. N. Co.  
PRINCESS ALICE, German str., 6,629, L. Franck, 14th April—Yokohama 5th April, General—Melchers & Co.  
THESSES, British str., 4,290, J. W. Smallwood, 14th April—Shanghai 11th April, General—Butterfield & Swire.  
TINGSANG, British str., 1,045, Branwell, 14th April—Daly 9th April, General—Jardine, Matheson & Co.  
TITANICUM, Dutch str., 1,234, 14th April—Japan 8th April, General—Java-China-Japan Lijn.  
YOKOHAMA MARU, Japanese str., 4,010, S. Wada, 13th April—Shanghai 10th April, General—Nippon Yusen Kaisha.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
April 14th.

ANHEI, British str., for Canton.  
NARRING, British str., for Yokohama.  
CHOYSANG, British str., for Canton.  
G. RICKMERS, German str., for Vostock.  
KIECHOW, British str., for Amoy.  
KOSCHANG, German str., for Bangkok.  
MARVEN, German str., for Hoihow.  
PARKOL, British str., for Saigon.

## DEPARTURES.

April 14th.

CHITCHEY, Chinese str., for Canton.  
KOEBER, Austrian str., for Trieste.  
TONGS, Norwegian str., for Shanghai.

## SHIPPING REPORTS.

The British str. *Narring* reports: Good average passage.  
The British str. *Dilwara* reports: Fine and clear throughout, foggy towards Hongkong.

## VESSELS EXPECTED.

## THE AMERICAN MAIL.

The P.M. str. *Korea* arrived at Manila on the 10th April, between 8 and 10 a.m., and is expected to leave that port for Hongkong on the 13th April, and is due to arrive here on the 15th April, at 9 a.m.

The T.K.K. str. *Shingo Maru* left Honolulu for Yokohama on the 28th March, and is expected here via Manila on the 22nd April.

The P.M. str. *Nigeria* left San Francisco on the 26th March, for Hongkong, via Honolulu, Japan ports and Shanghai.

The P.M. str. *China* left San Francisco on the 5th April, for Hongkong, via Honolulu, Japan ports and Manila.

## THE AUSTRALIAN MAIL.

The I.G.M. str. *Prinz Sigismund* left Sydney on the 5th April, and may be expected here on or about 29th April.

## THE GERMAN MAIL.

The I.G.M. str. *Buelow*, carrying the German mails, with dates from Berlin of the 19th March, left Singapore on the 12th April, at 10 a.m., and may be expected here on Wednesday, 15th April, at noon.

## MERCHANT STEAMERS.

The P. & O. str. *Narring* left Singapore for this port on the 8th April, at 3 p.m., and is due here on the 15th April, at about noon.

The P. & O. str. *Peshawar* left Singapore for this port on the 10th April, at 3.30 a.m., and is due here on the 15th April, at about 6 p.m.

The R.V.F. str. *Koursk*, outward bound, sailed from Colombo on the 2nd April, and is expected to arrive in Hongkong about the 17th April.

The R.V.F. str. *Mogileff*, outward bound, sailed from Colombo on the 2nd April, and is expected to arrive in Hongkong about the 17th April.

The Russian str. *Baron Driscoll* left Nagasaki on the 12th April, for this port, and is due to arrive here on or about the 17th April.

The str. *Glentworth* passed the Suez Canal on the 18th March, for Hongkong via Straits.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

*Fausang*, from Chingwantao, is due in Hongkong 15th April.

*Tingang*, from Dalny, is due in Hongkong 15th April.



# THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

## TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM HONGKONG TO

VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA. CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, ELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS. From HONGKONG: 26th April. Connecting with "ELLERIC" 14th May.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, ELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS. S.S. "DUNERIC" June.

For Rates and Further Information, apply to THE BANK LINE, LIMITED, MANAGING AGENTS.

# BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

### EASTWARD.

S.S. "JELUNGA," 5,205 tons, Captain D. J. R. O. Sullivan, will be despatched to YOKOHAMA, KOBE & MOJI, on 15th April, at 11 a.m.

S.S. "JAPAN," 5,013 tons, Captain C. F. Seddon, will be despatched for MIKE, KOBE and MOJI on 17th April, at 4 p.m.

### WESTWARD.

S.S. "DILWARA," 5,378 tons, Captain Ramage, R.N.E., will be despatched for SINGAPORE, PENANG and CALCUTTA on 18th April, at 3 p.m.

S.S. "ARRATOON APCAR," 4,450 tons, Capt. W. Walker, will be despatched as above on 7th May.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to DAVID SASSOON & CO., LTD., AGENTS.

# "THE BIG 4" of the

## PACIFIC MAIL S.S. CO.

MONGOLIA 27,000 tons, twin screws.	COMFORT.	FROM HONGKONG calling at SHANGHAI, NAGASAKI, KOBE (via Island Sea),
MANCHURIA 27,000 tons, twin screws.		
KOREA 18,000 tons, twin screws.	SAFETY.	YOKOHAMA and HONO-
SIBERIA 18,000 tons, twin screws.		LULU (the Paradise of the Pacific) through Service via
NILE 11,000 tons.	SPEED.	NEW YORK to Europe.
CHINA 10,200 tons.		
PERIA 9,000 tons.		

### SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £54 to London (return ticket £90.10s) and to San Francisco £36. SPECIAL RATES for Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.	Tons	Starting	TUESDAY	15th April	at 3 P.M.
PERIA	9,000	...	TUESDAY	22nd April	at 1 P.M.
KOREA	18,000	...	TUESDAY	6th May	at 1 P.M.
SIBERIA	18,000	...	TUESDAY	13th May	at 3 P.M.
CHINA	10,200	...	TUESDAY	20th May	at 1 P.M.
MANCHURIA	27,000	...	TUESDAY	3rd June	at 3 P.M.
NILE	11,000	...	TUESDAY	10th June	at 1 P.M.
MONGOLIA	27,000	...	TUESDAY	1st July	at 3 P.M.
PERIA	9,000	...	TUESDAY	8th July	at 1 P.M.

### INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between KOBE and YOKOHAMA Free of Charge.

### HONGKONG-MANILA SERVICE.

FROM HONGKONG.	Arrive Manila	Leave Manila.	Due Hongkong.
15th Apr. ... PERIA ...	17th Apr.	13th Apr. ... KOREA ...	15th Apr.
15th May ... CHINA ...	17th May	3rd May ... CHINA ...	5th May
3rd June ... NILE ...	5th June	11th May ... MANCHURIA ...	13th May
29th July ... CHINA ...	31st July		

### LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141. FRED J. HALTON, AGENT. Panama-Pacific International Exposition—San Francisco—1915

# MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, VIA SHANGHAI.

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	POLYNESIAN	On 21st Apr., at 7 a.m.
MARSEILLES, VIA PORTS	ERNEST SIMONS	On 22nd Apr., at 1 p.m.

TRANS SHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, AGENT, QUEEN'S BUILDING.

# HONGKONG. CANTON. MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.	CANTON TO HONGKONG.
TUESDAY, 15th April, 1913.	
8 a.m. "HEUNGSHAN."	8 a.m. "HONAM."
10 p.m. "KINSHAN."	5 p.m. "FATSHAN."
WEDNESDAY, 16th April, 1913.	
8 a.m. "HONAM."	8 a.m. "HEUNGSHAN."
10 p.m. "FATSHAN."	5 p.m. "KINSHAN."

HONGKONG-MACAO LINE. S.S. "SUI AN," Tons 1651. S.S. "SUI AN," Tons 1651. HONGKONG TO MACAO. Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf. MACAO TO HONGKONG. Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

### EXCURSION TO MACAO.

SUNDAY, 20th April, 1913.

The Company's Steamship

### "SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m. N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This steamer connects with the excursion steamer returning from Macao at 5 p.m.

### FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE. S.S. "HOISANG," 457 tons. Departures from Canton to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Macao to Canton on Tuesday, Thursday and Saturday, at 4.30 p.m. JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD. AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE. S.S. "RAINAM," 538 tons, and S.S. "NANNING," 562 tons. One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers en route to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANTU." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the— HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., Hotel Manthuan (First Floor), opposite the Blake Pier.

# SAN FRANCISCO

SCENIC ROUTE TRANS-PACIFIC TOYO KISEN KAISHA TRANS-CONTINENTAL WESTERN PACIFIC DENVER AND RIO GRANDE. New Triple Screw Turbine Flyers—21 Knots Speed. S.S. TENYO MARU ... 22,000 tons. S.S. CHIYO MARU ... 22,000 tons. S.S. SHIYO MARU ... 22,000 tons. AND S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.) HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE. The T.K.K. lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with trains for New York Transatlantic Steamers) and other Eastern points. When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for Ticket form No. 625.

### O. LACY GOODRICH,

GENERAL ORIENTAL AGENT, 75, MAIN STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

# AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.) MONTHLY FAST SERVICE TO TRIESTE (VENICE). VIA SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ AND PORT SAID. S.S. "BOHEMIA," 7,900 tons, will leave as above on 15th May at 5 p.m. Superior accommodation for 1st, 2nd and 3rd Class passengers, no extras, no tips, no inside cabins. Doctor, Stewardesses, Laundry, Wireless Telegraphy. FARES: Hongkong-Trieste (Venice), £50 1st, £35 2nd, £19 3rd Class. MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEEN, SUEZ AND PORT SAID. S.S. "CHINA," 11,800 tons, will leave as above about 1st May. These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardesses, Wireless Telegraphy. RAILWAY FARES: Trieste-London.

BY SIMPLON EXPRESS: Via Venice, Milan, Simplon, Lusanne, Paris, Calais or Boulogne, Class I £29.15, II £26.1.6. Via Venice, Milan, St. Gothard, Lucerne, Bâle, Lausanne, Calais or Boulogne, Class I £23.15, II £20.1.9. BY SEMMERING EXPRESS: Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £29.11, II £26.9.9. BY TAVERN EXPRESS: Via Munich, Cologne, Hook or Flushing, Class I £27.10.8, II £25.1.6.

TO SHANGHAI. S.S. "BOHEMIA," 7,900 tons, will leave as above on 28th April, at 7 p.m. FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class. TO KOBE VIA SHANGHAI, YOKOHAMA. S.S. "PERIA," 12,500 tons, will leave as above about 5th May. Cargo taken through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America. SANDER, WIELER & Co., Agents, Hongkong, 15th April, 1913. Prince's Building.

# SWEDISH EAST ASIATIC CO., LTD.

## GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILINGS
SHANGHAI, YOKOHAMA, KOBE and MOJI	"PEKING"	6,500	On 19th April.

For Freight and Further Particulars, apply to TELEPHONE No. 171. ARTHUR NILSSON & CO., YORK BUILDINGS, TOP FLOOR.

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS HOMEWARD PASSENGER SEASON 1913. FOR MARSEILLES AND LONDON. TARIFF PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)
Steamer	Noon, SATURDAY	Steamer	SATURDAY	FRIDAY
DEVANHA CHINA	April 26	MACDONIA MALWA	May 24	May 30
DELTA ASSAYE	May 10	MOOLTAN	May 24	May 30
ARCADIA	May 24	MOREA	May 24	May 30
DEVANHA CHINA	June 7	MARMORA	May 24	May 30
	June 21	MEDINA	May 24	May 30
	July 5	MOLDAVIA	May 24	May 30
	July 19		May 24	May 30

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved to Hongkong at the time of Booking. FARES TO LONDON. 1st SALOON £71.10 SINGLE, £106.14 RETURN. 2nd " " £43.8 " " £67.12 " " IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES. PROPOSED SAILINGS:

STEAMERS	Leave	Due	Due
HONGKONG	About	MARSEILLES	LONDON
About	About	About	About
NYANZA	April 16	May 18	May 26
NORE	April 30	June 3	June 13
NILE	May 14	June 17	June 27
PALAWAN	May 28	June 2	July 11
SUMATRA	June 11	June 16	July 25
NUBIA	June 25	July 31	Aug. 10
SUNDA	July 9	Aug. 14	Aug. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES. FARES TO LONDON. 1st SALOON £52.10 SINGLE, £82.10 RETURN. 2nd " " £33.10 " " £57.4 " " All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. For further Particulars, apply to— E. A. HEWETT, SUPERINTENDENT.

# NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	IYO MARU Capt. Hirase	12,500	WEDNESDAY, 23rd April, at 8 p.m.
	HIRANO MARU Capt. H. Fraser	16,000	WEDNESDAY, 7th May, at Daylight.
VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	SANUKI MARU Capt. Richards	12,500	SATURDAY, 17th May, from Kobe.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	INABA MARU Capt. Tomioka	12,500	WEDNESDAY, 7th May, at Noon.
	NIKKO MARU Capt. Yagi	9,600	WEDNESDAY, 4th June, at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON	HAKATA MARU Capt. H. Nomura	12,500	SATURDAY, 19th April.
BOMBAY via SINGAPORE, and COLOMBO	KAWACHI MARU Capt. Christiansen	12,500	MONDAY, 28th April.
KOBE and YOKOHAMA	KAMO MARU Capt. Sommer	16,000	THURSDAY, 24th April, at 11 a.m.
KOBE (DIRECT)	JINSEN MARU Capt. Maehida	6,000	TUESDAY, 15th April.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU Capt. M. Winkler	9,600	WEDNESDAY, 7th May, at Noon.
SHANGHAI, MOJI and KOBE	SHIYO MARU Capt. Okuma	12,500	TUESDAY, 29th April.

§ Fitted with New System of Wireless Telegraphy. — Cargo only

# 1913 PASSENGER SEASON 1913

## FOR EUROPE.

STEAMER	TONS DISPLACEMENT	LEAVING HONGKONG.
IYO MARU	12,500	23rd April
HIRANO	16,000	7th May
TANGO	13,500	21st May
KAMO	16,000	4th June

## FOR AMERICA.

STEAMER	TONS DISPLACEMENT	LEAVING HONGKONG.
YOKOHAMA MARU	12,500	22nd April
SHIDZUOKA	12,500	20th May
TAMBA	12,500	3rd June
AWA	12,500	17th June

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER

TELEPHONE Nos. 292 and 1241.

(11-12-13)



